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IT POURS.

Hongkong Daily Press.

ESTABLISHED 1857

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CREAM LUSTRES
Two Qualities
\$10.00 and \$12.50
per piece of 30 yards.
ALEX. ROSS & Co.,
4, DES VOUX ROAD CENTRAL.

No. 17,491.

號一十九百四千七萬一第

日六初月五年寅甲

HONGKONG, SATURDAY, MAY 30th, 1914

六拜禮

號十三月五年三國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

KNORR'S SOUP SQUARES.

HAVE YOU NOT TASTED THEM YET?

TRY THEM TO-DAY AND YOU WILL ALWAYS BUY THEM !!!

KNORR'S SOUP SQUARES are the most useful and practical article that can be imagined. Anyone who keeps a supply of them can at any time prepare a splendid soup requiring no stock. To obtain three plates of delicious and nourishing soup all one has to do is to mix the contents of one square with water and boil it for about twenty minutes. Thus one saves time, fuel and MONEY.

F. BLACKHEAD & CO.

108 HOUSE STREET.

Close to Kowloon Ferry Pier.

Tel. 66.

Hongkong, 6th May, 1914.

[495]

GREEN ISLAND CEMENT COMPANY. PORTLAND CEMENT.

In Casks 375 lbs. net.

In Bags 250 lbs. net.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 9th December, 1913.

[1407]

MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINO, NAMAZUTA, SAGO, SHINNEW AND KAMITAMADA Collieries.

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Cable Address for above: "IWASAKI."

Codes: A1, A.B.C. 5th Ed., Western Union

AGENTS: CHINKIANG—Messrs. GRABING & Co.

MANILA—Messrs. MACDONALD & Co. SINGAPORE—Messrs. DOUGLAS & Co., Ltd. GLASGOW—Messrs. A. B. BROWN, McPHERSON & Co., Ltd.

For Particulars, apply to—

K. KATO, Manager

No. 2, Pedder Street, Hongkong.

Hongkong, 24th April, 1914.

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PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " to 10.00 "	" 10 "
10.00 " to 11.00 "	" 15 "
11.30 " to 12.45 p.m.	" 15 "
12.45 p.m. to 1.15 "	" 15 "
1.15 " to 1.45 "	" 10 "
1.45 " to 2.15 "	" 10 "
2.15 " to 5.00 "	" 15 "
5.00 " to 8.10 "	" 10 "

NIGHT CARS.

8.50 p.m. and 9.00 p.m.	8.50 to 11.00 p.m.
Every Half-Hour.	
11.00 p.m. to 11.45 p.m.	Every Quarter-Hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " to 11.00 "	" 10 "
11.30 " to 12.00 noon	" 15 "
12.00 noon to 1.00 p.m.	" 15 "
1.00 p.m. to 5.00 "	" 10 "
5.00 " to 7.00 "	" 15 "
7.00 " to 8.10 "	" 10 "

NIGHT CARS on Week Days.

SATURDAYS.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 29th May, 1914.

[502]

SOUTH

MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE VIA DAIREN.

TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamers Service by the SAKAKI MARU and KOBE MARU (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.				SOUTH BOUND.			
Station	Train	Time	Days	Station	Train	Time	Days
Shanghai	1.0.0	11.00 a.m.	Mon.	Dairen	1.0.0	11.00 a.m.	Mon.
Dairen	1.0.0	11.00 a.m.	Mon.	Shanghai	1.0.0	11.00 a.m.	Mon.
Changchun	1.0.0	11.00 a.m.	Mon.	Dairen	1.0.0	11.00 a.m.	Mon.
Dairen	1.0.0	11.00 a.m.	Mon.	Shanghai	1.0.0	11.00 a.m.	Mon.

* Russian Train Time is 23 minutes faster than the S.M.E. Time.

The above fares do not include the Express Train Berth Fee.

THROUGH REGISTRATION OF BAGGAGE.—By the "International Through Passenger Traffic via Siberia," through tickets are issued from Shanghai (and the principal stations via Siberia) to London, Paris, Berlin, and Vienna, and vice versa, and holders of these tickets are also entitled to through registration of their baggage. Travellers must, however, ask specially for the "International Through Passenger Traffic via Siberia" tickets in order to secure this facility, which is not obtainable by the ordinary booking.

MUKDEN-ANTUNG LINE.—MANCHURIA-CHINA THROUGH SERVICE.—Three-Weekly Express Service between Changchun and Fusan without change, establishing direct link between the Trans-Siberian Express Service and the Imperial Japanese Government Ferry and Railway Service, reducing the journey between Manchuria and Japan by nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and Tokyo by rail with the exception of the short passage between Fusan and Shimonoseki. London to Tokyo in 18 days; Peking to Tokyo in 4 days.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato). At Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamers Tickets are obtainable at all the Agencies of the INTERNATIONAL STEAMING CO. & EXPRESS TRAVEL CO.; Messrs. THOS. COOK & SON; REISEBUREAU DER HAMBURG-AMERICA LINIE; the NORDDEUTSCHER REISEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from each of whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Add. "MANCHURIA."

Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Chifu, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

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LONDON (ENGLAND)

FROM

CHINA

BY THE

TRANS-SIBERIAN ROUTE

VIA BERLIN-HAMBOURG-SALZBURG-AMSTERDAM

HOOK OF HOLLAND-HARWICH.

DAILY SERVICE.

TURBINE STEAMERS.

WIRELESS TELEGRAPHY.

SUBMARINE SIGNALLING.

Apply to the Hongkong Daily Press Office for the Time Book and Descriptive Pamphlet.

[957]

THERE IS MANY A CAKE ON THE MARKET,

BUT NONE LIKE "PANGANI."

30 CTS. PER PACKET.

WEISMANN, LTD.

[520]

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

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DRY DOCK DEPARTMENT.—Telephone Nos. 376, 506, or 681.

NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 376 ft. NO. 3 DOCK. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45-ton pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT.—

32 buildings, principally of brick and steel, 316 entrances. 37 buildings are private bonded warehouses. Floor area 68,248 square yards, or 14.1 acres.

Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 500 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

[712]

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

\$16.00

PER CASE OF 6 DOZ. PINTS.

" " " " QUARTS.

HONGKONG AGENTS:

MACEWEN, FRICKEL & CO.

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Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contrado Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's Manganese Bronze, Pulsometer and Engineering Co.'s Refrigerating Plants

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Length on Keel-Blocks. Breadth at Entrance on Bottom. Depth of Water on Keel-Blocks.

3 Dry Docks. (No. 1 ... 510 ft. No. 2 ... 350 ft. No. 3 ... 714 ft.)

1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

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Floating Docks. No. 1. 7,000 Tons. No. 2. 2,000 Tons.

Max. Length of Ship taken in. 450 Feet. 580 Feet.

Max. Breadth " " " 56 " 68 "

Max. Draft " " " 22 " 26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Shearlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

28th May, 1913. [720]

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

(ARNHOLD, KARBERG & Co., GENERAL AGENTS).

OREGON PINE.

LARGEST STOCK LOCALLY.

ALL MARKETABLE SIZES FROM 1 x 12" PLANKS TO 18 x 18" LOGS.

FLOORING, 1 x 4", 1 x 6", 1 1/2 x 4" AND 1 1/2 x 6".

SPARS, IN LENGTHS FROM 60 TO 100 FEET.

OFFICE AND LUMBER-YARD AT CAUSEWAY BAY.

TELEPHONE No. 1710. LETTER BOX 420.

Hongkong, 20th May, 1914. [728]

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HOTELS

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Recently Refurnished and Redecorated. Large Airy Public Rooms. Electric Lighting, Lifts and Fans. Suites de Luxe. Bedrooms with European Bath and Lavatory attached. Perfect Sanitation. A LA CARTE GRILL ROOM.

J. H. TAGGART, Manager.

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All Electric Traction Pass Entrance. One Minute's Walk from Ferry. Telephones on All Floors. Electric Lifts, Fans and Lighting. European Baths and Sanitary Fittings. Hot and Cold Water System Throughout. Best of Food and Service.

Hotel Launch Meets All Steamers.

Telephone No. 273.

Tel. Address: "VICTORIA."

E. H. NORTH, Manager.

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QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.

A FIRST-CLASS STRINGED ORCHESTRA.

Readers Selections during TEA and DINNER daily, and at 11.15 a.m. and 5.45 p.m.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans. Large and Comfortable Lodging, Private and Public Bars and Billiard Rooms, GUINNESS ENTIRELY UNDER EUROPEAN SUPERVISION, Sanitary Arrangements of the latest, HOTEL LAUNDRY MEETS ALL STEAMERS. Monthly Rates for Tea and Dinner. Special Rates for married families on application to FREDERICK REICHMANN, Proprietor.

Telephone No. 197.

Telegraphic Address: "COMFORT," Hongkong.

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PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL, and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt connection maintained by six lines to Central.

Fifteen Minutes from Principal Landing Stage. Moderate Tariffs and Excellent Cuisine, Roof Garden and Social Rooms. European Runner meets Steamers.

P. O. PEUSTER, Manager.

[1499]

VICTORIA HOTEL

SHAMSHEN-CANTON.

Telegraphic Address: "VICTORIA, SHAMSHEN."

SITUATED ON THE BAIXIAN CONCESSION.

Hotel electrically lighted, and under experienced European Supervision. GOLFERS AND CHAUFFERS PROVIDED.

Every Information and Special Attention given to Tourists.

REASONABLE RATES.

WM. FARMER, Proprietor.

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SIEN TING.

SURGEON DENTIST.

No. 10, D'ARIGULAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 20th March, 1914.

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INTIMATIONS

A. S. WATSON & CO., LTD.

ESTABLISHED 1841.

BOTTLED WATER MANUFACTURERS.

FORMAZONE.

A REFRESHING INVIGORATING and PALATABLE drink particularly suited for Tennis and Bathing Parties.

PINTS \$1 per doz. SPLIT 60 cts. per doz.

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends Perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PRICE:

\$0.85 per doz. Pints. \$0.50 per doz. Splits.

STONE GINGER BEER.

The only fermented Stone Ginger Beer in the Far East. The real character of Stone Ginger Beer is the flavor produced by partial fermentation; without this no Stone Ginger Beer can be said to be genuine.

PRICE:

\$0.85 per doz.

DRY GINGER ALE.

FRAGRANT, AROMATIC, DRY Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

PRICE:

\$1.00 per doz. Pints. \$0.60 per doz. Splits.

A. S. WATSON & CO., LIMITED, HONGKONG.

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ACKNOWLEDGMENT.

The Family of the late Mrs. G. R. LAMBERT thank their friends' most heartily for the kind sympathy extended to them in their bereavement and for the floral contributions sent.

HONGKONG OFFICE: 10A, DES VOGES ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 30th, 1914.

UNDER the title of "Results of three years' Administration of Chosen since Annexation" the Government General of Chosen (Korea) has published an English translation of a voluminous statement based upon a report which Count TERAOCHI, the Governor-General, submitted to HIS MAJESTY THE EMPEROR in November last. Ever since Korea became a Japanese Protectorate, now nearly eight years ago, it has been the practice of the Government to publish annually in English an illustrated record of the progress made in the great task of reorganising the entire administration and promoting the economic development of the country. These Reports have made plain the fact that Japan has been doing magnificent work in Korea, especially since the country with its thirteen millions of inhabitants passed absolutely under her rule by the Treaty of Annexation. There is no doubt that the annexation of the territory represented the fulfillment of a long-cherished dream, though when the first step was taken of placing Korea under the protection of Japan the suggestion that it would shortly lead to annexation was officially repudiated. In the volume before us we have it stated by Count TERAOCHI that the position of Chosen in relation to Japan is entirely different from the relations which obtain between Western countries and their Colonies. The colonies of Western Powers, are, as a rule, remote from the Mother country and the natives are of a widely different race, with manners and customs that make unity impossible; but in the case of Japan and Chosen, Count TERAOCHI points out there are no great obstacles to

complete assimilation since the two countries are in close proximity and peopled by the same race. Their present relationship he describes as that of teacher and pupil, or guide and follower, and he assures HIS MAJESTY that, as the Governor-General of Chosen, he will leave nothing undone that can avail to guide, teach and develop the Korean people so that the new dominion may form part of the Empire of Japan in reality as well as in name. The Report refers with satisfaction to the increasing immigration from Japan, and to the further fact that the Japanese are not now keeping, as formerly, to the open ports, but are settling in the interior, engaging in mining, agriculture, fishing, transportation and other business. The fact that the Japanese themselves are engaging in agriculture, and not simply renting their fields to Koreans, is specially commented upon. In many other branches of industry besides agriculture Japanese and Koreans are found in joint enterprises contributing to the economic development of the country as well as to the assimilation of the two peoples, which is the 'great end in view. Some very interesting figures are given in the Report in proof of the economic improvement which has taken place. Before the annexation the foreign trade never exceeded 60,000,000 Yen a year, but in 1913 it reached 102,450,000 Yen. It is mentioned, however, as a "regrettable thing," that imports exceed the exports, but "the cause of this unfavorable feature of the trade of Chosen is not permanent or ineradicable. The fact is that this has been brought about by the import, temporary in nature, of material for railway building, harbour construction, other constructions and business undertakings by private individuals, as well as by a great increase in Japanese immigrants and an advancement of the purchasing power of the people at large." Therefore, the Report says, these abnormal trade conditions afford no grounds for pessimism. Between 60 and 70 per cent. of the foreign trade is now with Japan, and this fact is alluded to with special satisfaction. The Report tells us that the steady increase of revenue from various sources and the rapid expansion of the foreign trade of Chosen are proofs that the natural resources of the country are gradually being opened up and the wealth of the people at large is steadily on the increase. On the other hand, the amount of money devoted by Japan to the various governmental undertakings in Chosen since the annexation is referred to as "by no means insignificant," but the Governor-General adds: "If judged only by the results so far obtained, it will be seen that the reward reaped for developing Chosen is considerable; but the future reward will be no less remarkable, as the present is still the stage of the establishment of new works and the investment of capital." The "permanent and unchangeable" policy of the Government, Count TERAOCHI says, is "to maintain peace and order in the Peninsula, to win the confidence of the people, to develop various productive industries and to open up the natural wealth of the country, to advance the civilisation of the people by spreading and promoting education, and generally to increase the prosperity and happiness of the people." No one can read this Governor-General's review of three years' work in the Peninsula—and more especially the more detailed reports, published annually without being deeply impressed with the thoroughness, efficiency, and success which have marked the great task upon which Japan is engaged in Korea, and without feeling that the congratulations of the world are well deserved.

The typhoon E. of the Visayas Islands was reported by the Manila Observatory yesterday to be "Filling up."

The second race meeting of the Hongkong Gymkhana Club will be held at Happy Valley this afternoon. The race-card comprises seven events, the first being timed to start at 3.30.

At the Magistracy yesterday two Swedish firemen on the *Oeylon* were charged with behaving in a disorderly manner in Pedder Street on Thursday. Mr. Melbourne fined them \$3 each, or seven days' imprisonment in default.

There will be an interesting launching ceremony at the Hongkong and Whampoa Dock Company's wharf at Kowloon this morning, when the str. *Senang*, constructed by the Company for the Senang Steamship Company for trading between Singapore and the Dutch East Indies, will take the water. The steamer will fly the Dutch flag.

The Hongkong, Canton and Macao Steamboat Co.'s steamer *Toshan*, which went into dock last week-end to have her propellers changed, makes the excursion to Macao to-morrow. The change of propellers, we learn, has appreciably accelerated her speed.

A boatwoman was arrested by a Chinese revenue officer as she was walking along Jubilee Street, and in her possession was found a large quantity of prepared opium, amounting to 85 taels. The woman was taken into custody, and appeared at the Magistracy yesterday, the case being remanded.

A valuable collection of antique China and curios is announced to be sold by public auction at Mr. Lammer's sales rooms on Thursday, Friday and Saturday next. The collection is the property of a well-known collector residing in North China. Particulars will be found in the advertisement on page 4.

At the Magistracy yesterday two women and a man were charged with being in possession of 40 taels of opium, and with dealing in the same. The first woman was fined \$1,000 on each of two counts, the man was fined \$1,000 on the first charge, and the third defendant, for whom Mr. R. C. Faithfull appeared, was discharged.

The parade ground outside Murray Barracks was the scene of what was described as a "comic auction" yesterday. The affair was organized by military members of the C.E.M.S., assisted by soldiers of the D.C.L.I. Gaily decorated tents had been erected on various parts of the ground, and inside these were attractive "side-shows." Articles made by military members of the C.E.M.S. were sold by "comic" auction during the afternoon and good business was done. Among the visitors were H.E. the Governor and the Colonial Secretary (Hon. Mr. C. Severn).

The enquiry into the circumstances surrounding the supposed murder of an Indian watchman, named Sahab, at the Government Civil Hospital, was continued before Mr. J. R. Wood yesterday afternoon. Dr. W. V. M. Koch deposed that he examined the watchman at about 9 o'clock. The man must have been dead nearly three hours, at least; at most, five hours. A Sikh constable, who said he had been on duty at 5 o'clock on the morning of the murder, and neither heard nor saw anything unusual during the night. The hearing was again adjourned.

MASKED ROBBERS IN THE NEW TERRITORY.

While a fishing boat was at anchor on the foreshore at Tai Chau Cho in the early hours of Wednesday, two other boats drew alongside and made fast. Five men boarded the fishing boat, seized the master, and stole his girdle and purse, containing 20 cents. They then forced him into the hold and nailed down the hatch. His foki, who was on board, was also imprisoned and assaulted. One of the robbers was armed with a chopper, and the others had their faces hidden behind handkerchiefs. While one of the robbers kept watch, the rest of the men went ashore to the fisherman's house and, kicking the door, demanded of his wife where the pigs were. She refused to give the information, whereupon they stole two geese and a pair of brown cotton trousers, valued together at \$3.80. The alarm was raised, and the men rushed to their boats and escaped in the darkness.

OIL WELL DISCOVERED IN CERU.

A Manila contemporary says:—A rich oil deposit has been reported discovered in Toledo, Cebu. It is said that 450 gallons of crude oil has already been extracted. The chemical analysis of the oil shows it to be of excellent quality. A company is to be incorporated with a capital of half a million pesos to exploit the new industry and additional companies are to be formed to take up more land in the vicinity so as to control the entire deposit. Machinery to exploit the wells has already been ordered from Europe. The principal owner of the property is Martinez de S. Agustin of Cebu.

INSPECTION OF PLANTS.

JAPANESE GOVERNMENT TO TAKE PRECAUTIONS AT PORTS.

On and after July 1st, plants, shoots or vegetables, or whatever of similar nature, fresh or green, which are apt to be carrying injurious insects, either import or export, will be subjected to strict inspection by the officials at Kobe, Yokohama, Moji, Nagasaki and Tsuruga. The Japanese Government has been spending several hundred thousands of yen every year, according to an expert in the Department of Agriculture and Commerce, in waging war against insect pests and the authorities deem it time that some preventive means were applied in protection of plants or vegetables at the port of import or export.

"EMPRESS OF IRELAND" SUNK. COLLISION WITH ANOTHER SHIP.

PROBABLY SIX HUNDRED LIVES LOST.

[THROUGH REUTER'S AGENCY.]

A wireless message received at Quebec states that the Canadian Pacific liner *Empress of Ireland*, sank after collision with an iceberg.

LATER.

From a wireless message received at Father Point at 3 o'clock this (Friday) morning, it appears that the *Empress of Ireland* collided with a collier. There is no sign of the latter vessel up to the present. The *Empress of Ireland* continued sending wireless messages, and then suddenly became silent.

A further wireless from Father Point at 3.40 a.m. says that lifeboats have been seen in the distance near the Government steamers *Eureka* and *Lady Evelyn*.

QUEBEC, May 29th.

The Marconi Station at Father Point announces that the *Empress of Ireland* collided with another ship 30 miles east of Father Point, and that she is sinking.

A signal from the *Empress of Ireland* announced the disaster, and a Government steamer responded.

The wireless communication is broken, and this would seem to indicate that the *Empress of Ireland* has gone to the bottom.

She carried twelve hundred souls. She sailed for Liverpool on Wednesday.

LATER.

Three hundred and fifty persons have been landed at Rimouski.

Probably 600 persons perished. The collision occurred in a dense fog.

The *Empress of Ireland* sank in ten minutes.

The collier, with which the *Empress* boat collided, was also sunk.

There were 77 first-class passengers on the *Empress of Ireland*, included among them being Sir Henry Selton-Karr and Mr. and Mrs. Lawrence Irving.

Commissioner and Mrs. Rees, commanding the Salvation Army in Canada, and 84 members of the Salvation Army were also aboard.

[The *Empress of Ireland* was built about five years ago specially for the run from Liverpool to Quebec, her tonnage being 14,600 gross. Father Point is a village in the Rimouski county of Canada, and is on the south bank of the River St. Lawrence. The *Empress of Japan* which left here on April 30th was the connecting ship from the Far East, but we believe there were no Hongkong residents making the connection.]

SUPREME COURT.

Friday, 29th May.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE, MR. H. H. J. GOMPERTZ.

HOTEL FIREMAN'S SUIT.

The case was resumed of *Ip Watson*, accountant, of 13, Victoria Street, v. *Friedrich Reichmann*, proprietor of the Grand Hotel. The claim was for the recovery of \$4,178.43, balance due from the defendant for money paid by the plaintiff to the defendant and money paid by the plaintiff to various persons or firms at the request and on behalf of the defendant between May 12th, 1911, and January 6th, 1912.

Mr. F. C. Jenkin (instructed by Mr. C. F. Mason, of Messrs. D'Almeida & Mason) appeared for plaintiff, and Mr. Eldon Potter (instructed by Mr. Dixon, of Messrs. Wilkinson & Grist) represented defendant.

Mr. Reichmann was further cross-examined by Mr. Jenkin and alleged that though he had never borrowed money from *Ip Watson* the latter had frequently borrowed from him; amounts of \$20, \$30, \$40 or \$100.

Can you mention any time he has borrowed money from you?—Well, he has had advances.

Well, an advance on wages is not borrowing, you know—The whole of the time he was in my employment he had advances. He had no money of his own. And this man who was always borrowing money from you had thousands of your dollars passing through his hands, and he also kept the books which made you liable to swindle. Why should such a man borrow?—He thought that by borrowing I should not look upon him as a person who would swindle.

Are you by any means a mental expert? How do you know what he thought?—He must have thought that.

Part of the game, Mr. Reichmann?—Yes.

Mr. Jenkin again referred to the fact that in each instance the amounts of the I.O.U. exceeded the takings of the hotel on the days they were given, whereas defendant said they were given for amounts paid out of the daily takings of the hotel. Picking out one date he said: Here is an I.O.U. given by you to *Ip Watson* for \$179.30, whereas the takings at the hotel on the same day were only \$23.35; how do you account for that?—He must have changed the date.

You admit that he could not pay out \$179 if he only took \$23?—Yes, but he must have changed the date, he had no money.

Here is another day. He took only \$11 and you gave him an I.O.U. for \$200?—He could not have done it.

Dates must be wrong again?—Yes, of course.

You do not know that the practice of a Chinaman is that when he is given an I.O.U. he bears a date he at once turns it over and places the date on the back. This has happened in this case.

—He should have given me a receipt.

Then there is Christmas Day—a rather eventful day—the money received in the hotel being \$21.30, and an I.O.U. was given by you to plaintiff for \$110.90; how do you account for that?—Same thing, dates?—Yes, the date is wrong.

That is the only thing you can suggest, is it not?—It must be so.

You want us to believe that *Ip Watson* kept back the books, documents and letters and made up the I.O.U.s to the amount he did?—He must have done so.

With regard to the scrip, what use do you think he could have made of it? Could he have made it into an I.O.U.?—I do not know; at any rate he stole it.

Did you give him any time to hand over his books and papers before he so hurriedly left your employ?—No.

When he had been suspended as you call it, you opened his drawer and found the scrip, and at once assumed that he stole it?—Yes.

And you took it over to Wilkinson & Grist, your solicitors; and although it was advertised for by Messrs. Shewan, Tomes & Co. the solicitors sat on it for two and a half months.

In 1911 you were mixed up in some litigation?—I do not know what you mean.

You sued a Mrs. Uchmann in connection with the transfer of the hotel, and, rightly or wrongly, you lost the case and the costs were about \$2,000—That is so.

And that was during the period that we lent you, as we state, the \$4,000 odd?

—Yes.

In the same period also, a Mr. Oxberry brought an action against you which cost you about \$2,000?—Yes.

It is a rather peculiar coincidence, don't you think?—I paid the costs of both cases two days after they were decided.

Did you pay them out of the hotel receipts?—No, I drew \$9,000 from the bank.

On whose security?—Mr. Crew's.

Mr. Crew was also called. He said that he purchased the interest of the Grand Hotel from Mrs. Uchmann for his son-in-law and daughter. He had never heard a word of plaintiff having loaned any money to the defendant. Plaintiff had never told him that he had lent any money to the defendant, not even when he was suspended. Witness added that he had never agreed with the way in which plaintiff trusted the shroff. He was sorry to say that his son-in-law knew really nothing about business; he had no more idea than a child. He allowed the man in the office to have full control and he never had a check on anything which he did. "I would not put any of my affairs in his hands," added witness.

Cross-examined by Mr. Jenkin, Mr. Crew said he could not say that he would be prepared to pay the \$4,000 odd if his son-in-law lost the case. That was a matter for consideration. He gave Mr. Reichmann a start by buying the hotel for \$35,000.

Do you hope to see that amount back?—No, I did not give it with that intention.

You don't want to have to pay any more?—No, certainly not.

If the receipts of the hotel were on the wrong side of the account, Mr. Crew, do you not think Mr. Reichmann would have informed you readily?—I think he should have done so. If he did not I am quite sure my daughter would.

Witness added that the auditor said he had never seen books kept in such a way in his life. Up to the time the auditors came in the business had just paid. The auditors did say that the receipts were very large, but that the books were badly kept.

Both Mr. Jenkin and Mr. Potter again addressed his Lordship at some length, after which his Lordship announced that as the case was a complicated one he would like to go into it again. Judgment would be given on Thursday morning.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPANESE NAVAL SCANDAL.

ADMIRALS SENT TO PRISON.

Tokyo, May 29th.

The Naval Court has sentenced Admiral Matsumoto to three years' and Admiral Sawazaki to one year's imprisonment, in connection with the bribery charges. There will be no appeal.

[THROUGH REUTER'S AGENCY.]

A GREAT FIGHTING NAVY IN THE PACIFIC.

NEW ZEALAND PREMIER'S SUGGESTION.

LONDON, May 29th.

The *Times* correspondent at Wellington (N.Z.) states that the Premier says that the Anglo-Japanese Alliance is insufficient protection for New Zealand, and he suggests that Canada, Australia, South Africa, New Zealand, and Great Britain should unite to put a great fighting Navy on the Pacific.

POTSDAM PARADE POSTPONED.

BERLIN, May 29th.

The great parade fixed to take place at Potsdam has been postponed. It is reported that the Kaiser has a cold.

It is officially denied that the Kaiser is indisposed, and it is announced that the parade was postponed because of the cold weather.

THE ALBANIAN DISTURBANCES.

DURAZZO, May 29th.

The Austro-Hungarian Squadron at Malta will visit Valona and Durazzo.

THE CANTON CHRISTIAN COLLEGE.

Circulated with the May issue of the "News Letter" of the College and affiliated schools is an appeal for financial help. With 410 students of a good type crowding the dormitories, which have been provided by Chinese, and with students' fees, meeting half the total budget, the Trustees are stretching every nerve to meet the demands upon them. More adequate support is urgently needed. Serving all denominations, yet receiving financial aid from none of the denominational boards, the College must needs rely on individuals who appreciate the kind of work it is doing.

The expenses of the College for 1913-1914 will be almost \$75,000, of which the students have paid \$35,000, and interest on special funds will be nearly \$1,000; this leaves \$39,000 to be raised in gifts. A cable message on May 9th indicated that only about \$12,000 of the amount had been received. The other \$27,000 is the fiscal year closes. The appeal sent out says:—"A gift, before June 30th, of \$1 or \$10 or \$100 or \$1,000 or \$10,000, from you or your friends, is what we seriously need. Like a splendid factory, we have well-built buildings, the raw material, students, and the workers at hand, but no coal with which to run the plant. Will you give us coal?"

ORIENTAL LITERATURE.

CURIOSITIES OF THE STEIN COLLECTION.

The Oriental collection of Sir Maro Aurel Stein, which will be exhibited in the new building of the British Museum, opened recently by the King, contains some of the most remarkable curiosities of literature hitherto discovered. Among them is a complete printed roll of Chinese workmanship. It is 18ft. long and was printed in A.D. 893 by Wang Chieh. This is the oldest specimen of printing known to exist, apart from charms. The collection is divided into three sections, one containing paintings, drawings, and woodcuts; another miscellaneous archaeological objects, including stucco statuary; and the third, manuscripts. The last are very numerous and interesting. Among them are many wooden Chinese tablets, of which one is a prism-shaped tablet, inscribed with the first paragraph of the *Chi Chiu Chang*, an ancient Chinese vocabulary arranged in categories, commencing about 40 B.C. The collection fills 32 cases and is one of absorbing interest.

RUSSIAN DEFENCES IN THE FAR EAST.

COOPERATION WITH JAPAN.

The *Bourse* (St. Petersburg) publishes an inspired announcement to the effect that General Sakhomlinoff, Minister of War, on returning from Kiev will proceed a fortnight hence on a tour of inspection to the Far East, including Vladivostok. He will report to the Tsar on the progress of the defences. It is added that the journey does not imply any intention of departing from a pacific policy.

The *Times* correspondent at St. Petersburg understands that arrangements have recently been made in St. Petersburg and Tokyo to resume the exchange of officers for regimental service; a practice which has been interrupted since the war.

The dragon-boat festival attracted a large number of residents to Aberdeen yesterday, including H.E. the Governor, and the contests between the dragon boats, five in number, excited great enthusiasm.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE IRISH PROBLEM.

NATIONALIST VOLUNTEERS "RECOGNISED."

LONDON, May 29th.

The Irish Party have given official approval of the Nationalist Volunteers. SIR EDWARD CARSON.

LONDON, May 29th.

Sir Edward Carson, speaking at Mountain Ash, said that South Wales gloried in the landing of 35,000 rifles at Ulster. He also said that if Mr. Asquith advised the King to sign the Home Rule Bill, with the certainty that loyal Ulstermen must be coerced, he would be acting like a criminal.

THE MEXICAN TROUBLE.

WILL A PROVISIONAL PRESIDENT SUPRESEDE HUERTA?

NIAGARA, May 29th.

It is understood that the Mediators and Delegates are considering a plan for the transfer of the Executive power from President Huerta to a Provisional President acceptable to all factions, assisted by a Commission consisting of four Cabinet Ministers, who are to prepare for new elections.

SMUGGLING OF ARMS.

WASHINGTON, May 29th.

It is rumoured that a consignment of munitions of war from Japan is due at a port on the west coast of Mexico.

It is believed that the Japanese cruiser *Idzumo*, which has been at Mazatlan, has gone down the coast.

VIOLENT EARTHQUAKE SHOCK RECORDED IN SYDNEY.

SYDNEY, May 29th.

A violent earthquake shock, lasting three hours, was recorded by the seismograph on Wednesday morning. The earthquake is supposed to have occurred at the Tonga Islands, in the Pacific.

PARIS BANK SENSATION.

LONDON, May 29th.

Barons Henri and Robert Neuville, heads of a famous Paris bank, have been arrested on a charge of fraudulent bankruptcy, with liabilities to the extent of half a million sterling.

ARMY AIR MANOEUVRES.

LONDON, May 29th.

The aeroplane squadrons are concentrating on Salisbury Plain for the first military air manoeuvres. It is expected that a hundred machines will participate.

SEQUEL TO FINNISH ATHLETE'S TRIUMPHAL RETURN.

RUSSIAN GOVERNMENT'S ARBITRARY DECREE.

HELSINGFORS, May 29th.

As a sequel to the triumphal return of the famous runner Kolehmainen from America, the Russian Government has decreed that Finland shall not be allowed to participate in Olympic games in her own name. The Finnish Olympic Committee will probably be dissolved.

PROPOSED SALE OF TWO U.S. BATTLESHIPS.

WASHINGTON, May 29th.

The Secretary for the Navy submitted to the Naval Committee of the Senate a proposal to sell the battleships *Idaho* and *Mississippi* to a Foreign Power, understood to be Greece, for their original cost.

Mr. Daniels, the Navy Minister, in his speech, said the vessels were only useful for harbour defence. The proceeds of their sale would almost suffice to build an additional Dreadnought.

HOME RACING.

THE OAKS.

LONDON, May 29th.

The following are the probable starters and jockeys for the Oaks, which is being run at Epsom to-day.—La Marquise (H. Jones); Wassilissa (E. Huxley); Sunhay (Prout); Messendis (F. Templeman); Lancaster Lady (Donoghue); Arlette (F. Bullock); Sunwin (Wing); Glorvina (Rickaby); Naughty Girl (Jelliss); Pretty Belle (Rollason); Santa Quarantu (Whalley); Carandria (Piper); Valise (Walter Griggs); Torchlight (Stern); Dolabella (Clark); Daly Girl (Spear); Louvinoe (Saxby); Sweetest Melody (Escott); Princess Dorrie (W. Huxley); Her Ladyship (Foy); Cascatel (Smythe); Militant (Earl); White-Lie (Wheatley).

["DEUTSCH-OSTASIATISCHER LLOYD" SERVICE.]

CHINA SERVICE.

RAILWAY ENTERPRISE IN NORTH CHINA.

PEKING, May 29th.

The Minister of Communications has requested the President's sanction to the proposal of connecting the Peking-Kalgan and the Peking-Moukden railways by a branch-line, to run along the Great Wall from Haichimen to Tangpianmen. The cost would be met by the Kalgan Railway.

A SCHOOL FOR CIVIL SERVICE ASPIRANTS.

PEKING, May 29th.

Mr. Goodnow has proposed the building of a school for Administrative Officials. This scheme has received the warm consent of the President and in official circles the proposal is viewed equally favourably. The Government intends the appointment of Hsu Nan-shih for Jehol, Siu Yuan Cheng and Chahar.

THE FORBIDDEN CITY TO BE OPENED.

PEKING, May 29th.

The Minister of Home Affairs proposes throwing open to the Public, on payment of a small entrance fee, parts of the Forbidden City, the Coal Mound, the Imperial Mausolea, the Summer Palace and all the Temples. The President has sanctioned the scheme and several of the above mentioned places will shortly be opened.

The *Kuo Chuan Pao* says that Sheng Kung-pao will probably be chosen to make the necessary arrangements.

A NEW INTERIOR LOAN.

PEKING, May 29th.

The President yesterday agreed to a proposal by the Minister of Finance for the raising of an interior loan of \$20,000,000 at 6 per cent., as a provision against this year's deficit.

EUROPEAN SERVICE.

GERMAN ART EXHIBITION AT SAN FRANCISCO.

BERLIN, May 29th.

The Society for German Art in Foreign Parts, at Berlin, has decided to exhibit at San Francisco.

THE BRITISH ARMY CANTEN BRIBERY CASE.

LONDON, May 29th.

Connected with the Canteen bribery case, Lieutenant-Colonel Whitaker, retired, and formerly commanding a battalion at Malta, has been found guilty of accepting bribes, and was sentenced to six months' imprisonment. A number of employees of the well-known caterers, Lipton's Ltd., were punished with fines, and in the case of eight sergeants and canteen overseers punishment was postponed.

THE DISAPPEARANCE OF ANDREE, THE BALLOONIST.

BERLIN, May 29th.

The Swedish Minister at St. Petersburg reports to his Government that the remains of a balloon have been found in Eastern Siberia, and it is thought probable that it is the balloon of Prof. Andree.

GERMAN AVIATORS ARRESTED IN RUSSIA.

BERLIN, May 29th.

A German military aeroplane in charge of two officers, overtaken by a thunderstorm, had to land at Rybin in Russia, about 10 kilometres from the frontier. The aeroplane had been fired at and the aviators were arrested. A diplomatic investigation has been commenced.

THE SITUATION IN ALBANIA.

BERLIN, May 29th.

The position of the Prince at Durazzo has improved. Differences of opinion amongst the rebels are reported. They have no proper leader and act on no definite plans. The guard of Austrian and Italian bluejackets remains, but the despatch of European contingents to Skutari has been declined by Russia and England.

LORD STRATHCONA'S FORTUNE.

LONDON, May 29th.

Lord Strathcona, the late Canadian railway magnate, left about \$26,000,000.

COMPANY MEETING.

A. S. WATSON & CO., LTD.

The 29th annual general meeting of this Company was held at the Hongkong Hotel yesterday, the Chairman (Mr. Henry Humphreys) presiding. There were also present:—Dr. J. W. Noble (of the Consulting Committee), Messrs. F. T. Chapple, J. G. B. Sayer, D. E. Clark, F. Maitland, J. M. Wong, L. Guy, G. Hogg, E. Seth, Captain Rolfe, and Mr. J. A. Tarrant (Secretary).

The Secretary having read the notice convening the meeting, the CHAIRMAN said—The report and statement of accounts and auditors' report, having been in your hands for the past eight days, I will, with your permission, take them as read. The accounts show an increased profit over 1912 of \$17,330.10. That this increase has been coincident with a reduction of stocks of nearly \$50,000, I think you will agree, highly satisfactory. We paid off during 1913, \$92,927.41 in mortgages and advances, as stated in the report, and reduced our local and general liabilities in the East and America by \$25,548.19, notwithstanding an unusually large expenditure on new machinery and a new launch. The item cash in bank shows an increase of \$3,276.06. The loss on subsidiary coins amounted to \$18,836.52.

During the year under review, we purchased, with the approval of the Consulting Committee, No. 33, Queen's Road West, and have since shifted our West Point branch there. The landlord of our old premises was continually putting up our rent, and we bought No. 33 in self-defence. The purchase was subject to the existing mortgage of \$15,000 at 7 per cent., which we expressed a wish to pay off, but the mortgagee refused to accept repayment. When, however, it expires in September next, we shall pay it off, and hold this property unencumbered. The present year, so far as it has gone, shows an increase in the amount of business done as compared with the corresponding period of 1913, and it certainly looks as if the future has in store a new era of prosperity for this Company. I have no further remarks to make, but if any shareholder has any questions to ask, I shall be pleased to answer them.

There being no questions, the CHAIRMAN proposed the adoption of the report and accounts. Mr. CHAPPLE seconded, and the motion was carried unanimously. The CHAIRMAN—Before calling upon Mr. Clark to move the re-election of the auditors at a remuneration of \$700 a year, I should like to make one or two remarks. The auditors have for many years past been in receipt of \$500 a year. A few days ago they sent in a letter requesting their remuneration to be increased as the work was very heavy. There is no doubt that Watson's audit is one of the largest, if not the largest, in the Colony. The amount of detail is enormous, and occupies three full weeks of the auditors' time. Under these circumstances, the General Managers and your Consulting Committee recommend that the increase asked for be granted.

Mr. CLARK then proposed that Mr. F. Maitland and Mr. C. Bernard Brown be re-elected auditors at a remuneration of \$700. Mr. SETH seconded, and it was agreed to. The CHAIRMAN—That is all the business, gentlemen. I thank you for your attendance. Dividend warrants are now ready.

THE OSAKA SHOSEN KAISHA. NINE STEAMERS BUILDING.

The Osaka Shosen Kaisha is now building nine steamers, aggregating 37,000 tons, in various shipbuilding yards. Two vessels of 3,500 tons each are building at the Mitsu Bishi and the Kawasaki Yards, and are to be completed in July and September, 1915, respectively. These vessels are to be put on the American line. Two ships of 6,500 tons each are also in course of construction at the Kawasaki Yards. When completed in February next these vessels will be employed on the Dairen line. Two vessels of 3,000 tons each will be completed at the Osaka Iron Works by September next, while three of 1,000 tons each, now being built at different yards, will be finished about August or September next.

The first call on the increased capital of the company will be made on August 1st next.—*Japan Chronicle*.

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HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 29th May state:—

Business during the week in local stocks has again ruled quiet, with a better tone exhibited for investments, and prices have hardened. Langkats have again been the medium of considerable business, and now close with buyers at Tls. 57. The "Oil" market in London according to our latest advices is steady with an upward tendency and the "Tin" market is firm. "Rubbers" still remain a dull market, and call for no special comment. Fine Hard Para is quoted at 2/10 per lb. and Plantation Sheets at 2/3 per lb. The open market rate of discount has weakened to 2 1/2-15 and the Bank of England rate is unchanged at 3 per cent. Bar Silver has again declined and is now quoted at 55 3/4 for ready, and 26 5/8 for forward. Sterling T.T. is quoted at 1/10 15-16, Shanghai T.T. at 7/4 and Singapore T.T. at 5/4. Consols are easier at 74.

BANKS.—Hongkong and Shanghai have led to business at \$810, and London is now a seller at \$23 10/16.

MARINE INSURANCE.—Unions have been placed at \$775, and at which rate more shares are wanted. North Chinas have been sold at Tls. 140 and Cantons close with sellers at \$310. Yangtzes have been a quiet market, and have a nominal quotation of \$194.

FIRE INSURANCE.—Chinas have improved to \$148 buyers, and Hongkong Fires are wanted at \$375 with no shares on offer in either stock.

SHIPPING.—Hongkong, Canton and Macao have been placed at \$27, and China and Manilas are wanted at \$6 with no shares on offer. There are sellers of Douglases at \$30, Indo-Chinas at \$67, and Star Ferries at \$46 ex div.

OILS.—Shell Transports have a buying rate for London account of 104 1/2, with local buyers at 105 1/2, the London middle quotation being 105 1/2. The following middle quotations are to hand from our London Agents this morning, viz., Ural Caspians 51 1/3; Mexican Eagles 40 1/2; and Malakos 13 1/6.

MINING.—Chinas Sugars have been placed at \$79, and Luzons are unchanged with sellers at \$25.

RAILWAYS.—Kailans have been a dull market with sellers at \$87, and Raubs remain on offer at \$3 with no business to report. Tronchs have buyers on the local market at 31 1/6, without leading to business.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks show an appreciable rise during the week, and have led to business at rates varying between \$60 and \$67. Kowloon Wharves have also strengthened, and now close with buyers at \$33, with no shares obtainable. Shanghai Docks close with a nominal quotation of Tls. 57, and Shanghai and Hongkew Wharves have buyers at Tls. 97 1/2.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been placed at \$112, and at which price more shares are wanted. Hongkong Hotels have a nominal quotation of \$123, and Humphreys Estates are required for \$74. West Points have been placed at \$74, and Kowloon Lands remain quiet at \$44.

COTTON MILLS.—Hongkong Cottons are unchanged with sellers at \$8. Evos have been placed at Tls. 121, and close with buyers at same rate. Kung Yiks have had sales at Tls. 11, and at which price more shares are wanted. Laon Kung Mow have buyers at Tls. 73, Shanghai Cottons at Tls. 107, and Soy Chees at Tls. 38. Internationals close with a nominal quotation of Tls. 74.

MISCELLANEOUS.—Hongkong Electric have buyers at \$40, less at \$105, Ropes at \$23, Peak Trams (old) at \$9 ex div., and Steam Laundries at \$475. China Borneos are on offer at \$12, China Lights at \$410, China Providents at \$83, Dairy Farms at \$40, Green Island Cements at \$6, Peak Trams (new) ex div. at 33 cents, Waterboats at \$20, and Watsons at \$8. Hongkong Trams close with buyers at 9/8 cum. div.

Messrs. Vernon & Smyth's wire quotations from London dated the 28th inst. received yesterday are as follows:—Tronch Mines 31 1/3 British Burmah Petroleum 4 1/2 Ural Caspian Oil 51 1/3 Hongkong and Shanghai Banks \$23 10/16 sellers. United Serdang 8/ Mexican Eagle 40/ Rubber Plant. Inv. Trust. 10/14 Malakop Premier Oil \$13 1/6 Shell ("Barker") 105/9 Indo-China (Combined) 37/6 Hongkong Electric Trams. 9/3 Venture Trust, Ltd. 1/ Fine Hard Para 2/10 Plantation 2/3 Tone of the Rubber Share Market Steady. Tone of the Tin Share Market Firm.

SHIMONOSEKI FIRM.

LARGER VESSELS TO BE PUT ON THE SERVICE.

The Imperial Railway Board will put on commission steamers of 3,000 tons each for the connecting service between Shimonoseki and Fusan from next year. Business has greatly increased owing to the service rendered by the line in the European-Asiatic train connection.

SEQUEL TO THE "SHING TAI" PIRACY.

OWNERS' RESPONSIBILITY FOR SAFETY OF PASSENGERS.

At the Magistracy yesterday judgment was delivered by Mr. J. R. Wood in the enquiry recently instituted at the instance of the Captain-Superintendent of Police (Hon. Mr. Mollvaine Messer) concerning the circumstances attending the piratical attack on the *Shing Tai*.

Mr. Looker (of Messrs. Deacon, Looker, Deacon & Harston) represented the owners in the case.

His Worship said:—The Launch and River Trade Steamer (Protection against Piracy) Ordinance (Ordinance 7 of 1900) was passed (in the words of the Attorney-General who originally introduced it) as "an honest attempt to awaken owners, masters and crew to a sense of their responsibility for the safety of their *bond-fide* passengers."

The provisions of the original Ordinance covered launches only. An amendment to include river trade steamers in its operation (i.e., steamers measuring 60 tons and over which trade between the Colony and ports of the Canton Delta) became law on the 18th July, 1913. Executive action under the amendment was delayed, however, until the latter part of the following October, by which time the amendment had been made in the *Gazette* that the amending Ordinance had not been disallowed. The owner of each river trade steamer was then called upon to enter into a bond in the sum of \$5,000 for the observance of reasonable precautions against piracy (under Section 3) and also of certain prescribed precautions (under Section 4). The correspondence between the Captain-Superintendent of Police and the owners of river trade steamers relative to these bonds extended over several months. The owners of the *Shing Tai* (the vessel involved in the present enquiry) entered into their bond on the 6th February, 1914. Some other owners were even more dilatory; and the list of bonds was not completed until the latter part of March last. The owners of the *Shing Tai* after entering into their bond did not at once observe all the prescribed precautions:—Notably Nos. 1, 6 and 7 as set out in the bond, which read as follows:—(1.) Each River Trade Steamer shall have four guards at least. Such guards shall be non-Chinese. (6.) About the wheelhouse there shall be erected (to the satisfaction of the Harbour Master) a steel grille with doggers on either side of bullet proof material. (7.) Grilled doors shall be provided to all entrances leading to engine rooms.

The Captain-Superintendent of Police drew the attention of the owners to the failure to observe precaution No. 6. He was aware of the failure to observe the first precaution also; but did not make any formal protest to the owners concerning it. On the 31st March, 1914, the *Shing Tai* was pirated. The vessel carries 12 passengers only. On this voyage there were in all 12 passengers who proved all to be pirates and took charge of the ship. In consequence of this piracy, this enquiry is held at the written request of the Captain-Superintendent of Police and for consideration of the following matters:—(1.) Whether the precautions prescribed under Section 4 of the Ordinance have been observed by the owners; (2.) If they have not been observed whether the failure to observe them facilitated the piracy which occurred; and (3.) If it did facilitate the piracy, whether it is equitable that the security given by the owners should on this account be estreated. As to the first point, it is admitted that the owners failed to observe the precautions mentioned above. In extenuation, it has been shown that an abortive attempt to provide grilles, etc., was made, but fell through owing to the sickness of the master of the Chinese firm with which an order was placed; it has been shown further that the ship carried two armed Chinese guards who in fact resisted the pirates, one of whom was killed, while the other was wounded. On the second point, it was argued by Mr. Looker (from evidence given by Mr. McDonald, a marine engineer) that the grilles on this particular ship would have less use for resistance than a larger vessel; and also, that the officers being of the Chinese race, it ought to be inferred that they would not have made use (as indeed they themselves admitted) of any opportunities for resistance to pirates. There can, however, be no doubt that with non-Chinese guards and with the prescribed grilles some show of resistance could have been made. It remains to consider whether on these facts the owners deserve to have their security forfeited. It is to be remembered in deciding this matter that the *Shing Tai*, which carried 12 passengers, is liable to the same pecuniary penalty as vessels carrying several hundred passengers. It is to be noted, also, that the executive authorities in the Colony adopted no very urgent attitude on the question of the observance of these precautions, though the existence of neglect was known. In all these matters to which attention has been drawn in this enquiry the owners were attempting some kind of provision—indeed, indeed—but still something to their credit. On these grounds it appears to me that a penalty of \$5,000 would be an unjust imposition upon the owners. I am not here taking a light view of the responsibilities of owners. The amended Ordinance will now have had time to operate effectively. The authorities will no doubt render it clear in their formal protests, when precautions are being neglected, that owners must expect to suffer the penalty contemplated by the Ordinance. The bond is not estreated.

INTIMATIONS

FREE TO ALL who are tortured and disfigured by eczemas, rashes, itchings and irritations of the skin and scalp are liberal samples of

Cuticura Soap and Ointment.

Warm baths with the Soap and light applications of the Ointment afford immediate relief, permit rest and sleep in most cases, and promote permanent skin health

Cuticura Soap and Ointment sold everywhere. Sample of each with full particulars free from nearest depot. Solely for Hong Kong, London, B. Thomas & Co., Sydney, N.S.W.; London, Ltd., Cape Town, Natal, Macassar & Co., Calcutta and Bombay; P. O. Box 100, Hong Kong, and 100, Hong Kong, U.S.A. 100-Trade-mark men shave in comfort with Cuticura Soap shaving stick. Liberal sample free.

CHS. J. GAUPP & CO.,

WATCHMAKERS AND JEWELLERS.

SURVEYING AND NAUTICAL INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

MAPPIN & WEBB, LTD.

LONDON.

ALEXANDRA BUILDINGS.

CHATER ROAD.

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR B L WHISKIES.



PREPARED BY MESSRS. BULLOCK, LADE & CO., THE OLDEST FIRM OF DISTILLERS IN THE WORLD.

SEND FOR A FREE SAMPLE.

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c. which has been recognized unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—

THE MEDICAL HALL,

HONGKONG.



NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed Daily Press only, special business matter Ten Manana.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 38. Telephone No. 18. Telegraphic Address: "Press."

Cables: A.B.O. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

A. S. WATSON & CO., LIMITED.
NOTICE TO SHAREHOLDERS.

A DIVIDEND on Account of the year 1913 of SEVENTY CENTS per Share will be Payable at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after the 29th May, 1914, on Warrants to be obtained at the Company's Office.

The Dividend will also be Payable at the HONGKONG AND SHANGHAI BANK, Shanghai, on and after the same date.

JOHN D. HUMPHREYS & SON,
General Managers. [763]

LIFE INSURANCE.

THE advice of Mr. E. P. HENDERSON, I.C.S., B.A., is available as to Insurance of every kind save Marine, on the conditions stated in his pamphlet, copy of which can be had on application, by all persons (not connected with Insurance business) who apply to him for it. He is now in position to secure world-wide Policies from one of the leading Life Insurance Companies for residents of Hongkong at home rates. In the past 14 years Mr. HENDERSON has been consulted over 17,000 times, and has placed Life Policies insuring approximately 7 million pounds sterling. 42, Leinster Gardens, London, W. [762]

"MOGUL" LINE OF STEAMERS

NOTICE TO CONSIGNEES

The Steamship "DEN OF OGIL"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th June will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 19th June or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th June, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents. [760]

NOTICE TO CONSIGNEES.

P.M. S.S. "MANCHURIA,"

FROM SAN FRANCISCO JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from the Company's Godown at West Point. Cargo will be landed immediately at Consignees' risk.

Cargo remaining undelivered MONDAY, 1st June, at 5 p.m., will be subject to landing charges, and if undelivered FRIDAY, 5th June, at Noon, will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown, 8th June, at 10 a.m.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 29th July, otherwise they will not be recognized. R. C. MORTON, Agent. [32]

NORDDEUTSCHER LLOYD, BREMEN. FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship "ALTAR"

having arrived, Consignees of Cargo are hereby notified that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd June, at 11 a.m.

All Claims must reach us before the 11th June, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned. NORDDEUTSCHER LLOYD, MESSERS & Co., General Agents. [118]

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

WHIT MONDAY HOLIDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 1st June.

By Order, A. R. LOWE, Secretary. [764]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

WHIT MONDAY HOLIDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 1st June.

By Order, A. R. LOWE, Secretary. [765]

TO LET.

PART of 1st FLOOR, 25, Des Vaux Road Central. Immediate Possession. Also 1 MOTOR BOAT for Sale.

Apply—DRAGON CYCLE Co. [761]

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE SECOND GYMKHANA MEETING of the Season will be held at HAPPY VALLEY TO-DAY (SATURDAY), the 30th May, 1914, commencing at 3.30 P.M.

The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong to be present. [761]

BANK HOLIDAYS.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for Public Business on MONDAY and WEDNESDAY, the 1st and 3rd June.

Hongkong, 28th May, 1914. [763]

THE HONGKONG ICE CO., LIMITED.

SHAREHOLDERS are reminded that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Limited, No. 16, Pedder Street, on WEDNESDAY, the 3rd day of June, 1914, at Noon, in accordance with the Notice which has already been sent to Shareholders, and they are FURTHER REMINDED that it is proposed, in view of the 3rd June next being a Public Holiday, to adjourn such Meeting to the same time and place on the following day, when the business of the Meeting will be proceeded with.

JARDINE, MATHESON & Co., Ltd., General Managers. [766]

WANTED.

IN an Architect's Office, a YOUNG EUROPEAN of good Education and with a taste for drawing as articulated pupil. Premium required, which will be repaid as Salary.

Apply—Care of "Daily Press" Office. [764]

NOTICE.

WE HAVE admitted Mr. PUN WAN KOCK and Mr. PUN KIK PO as Partners in the Company as from the 15th day of May, 1914.

The Management of the Firm will remain as hitherto, and Mr. PUN WAN KOCK will also Sign for the Firm.

UNION TRADING CO., 16, Des Vaux Road, Central. [762]

NOTICE.

NOTICE IS HEREBY GIVEN that the Business and Goodwill of the Firm of ARTHUR NILSSON & COMPANY, carried on by WEI A YUK at York Building, Charter Road, Hongkong, under the style or Firm name of "ARTHUR NILSSON & COMPANY," has this Day been acquired by A.B. THE SWEDISH TRADING COMPANY IN CHINA (LTD.), a Company duly registered in Stockholm in accordance with the requirements of the laws of the Kingdom of Sweden.

Dated this 23rd day of May, 1914. A.B. THE SWEDISH TRADING COMPANY IN CHINA (LTD.), A. NILSSON, Managing Director. [763]

NOTICE.

WE HAVE This Day REMOVED our Office from Queen's Building to YORK BUILDING (Top Floor), Charter Road. A.B. THE SWEDISH TRADING COMPANY IN CHINA (LTD.), (Incorporated in Sweden), A. NILSSON, Managing Director. [763]

NOTICE.

REDUCTION IN PRICE OF GAS

THE HONGKONG AND CHINA GAS COMPANY, LTD., begs to inform the Public that on and from the 1st July next, the Price of Gas for all purposes—Lighting, Heating, Cooking or Power—WILL BE REDUCED to \$2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date. By Order of the Directors, GEORGE CURRY, Local Secretary. [767]

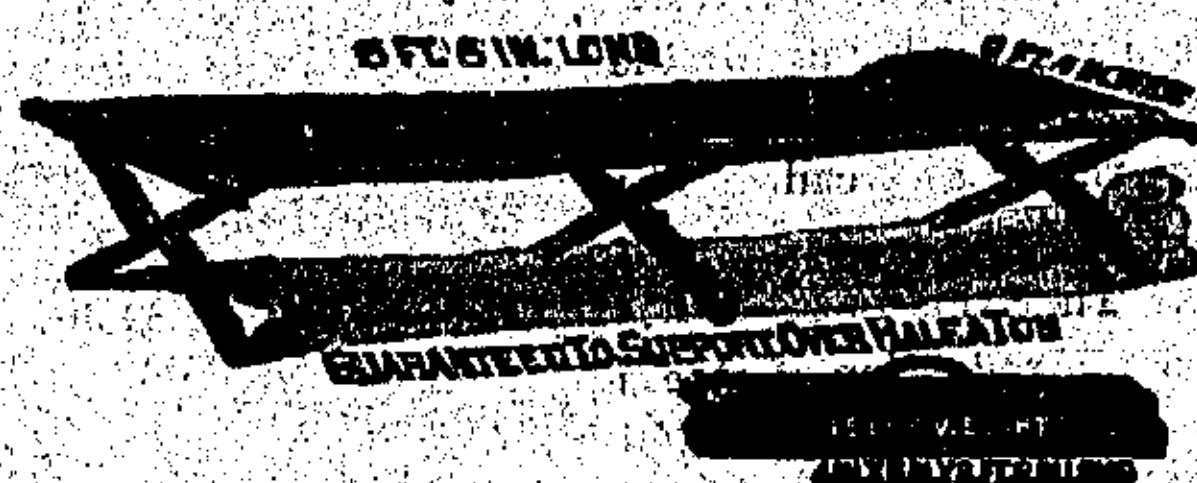
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LANE, CRAWFORD & Co.

(TELEPHONE 97).

FOLDING CANVAS BEDS.

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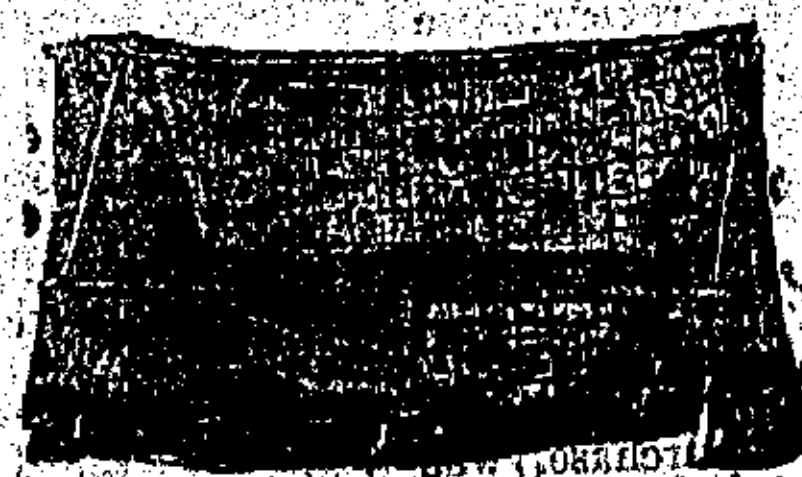
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MOSQUITO FRAME AND CURTAIN.

LIGHT

AND

STRONG.



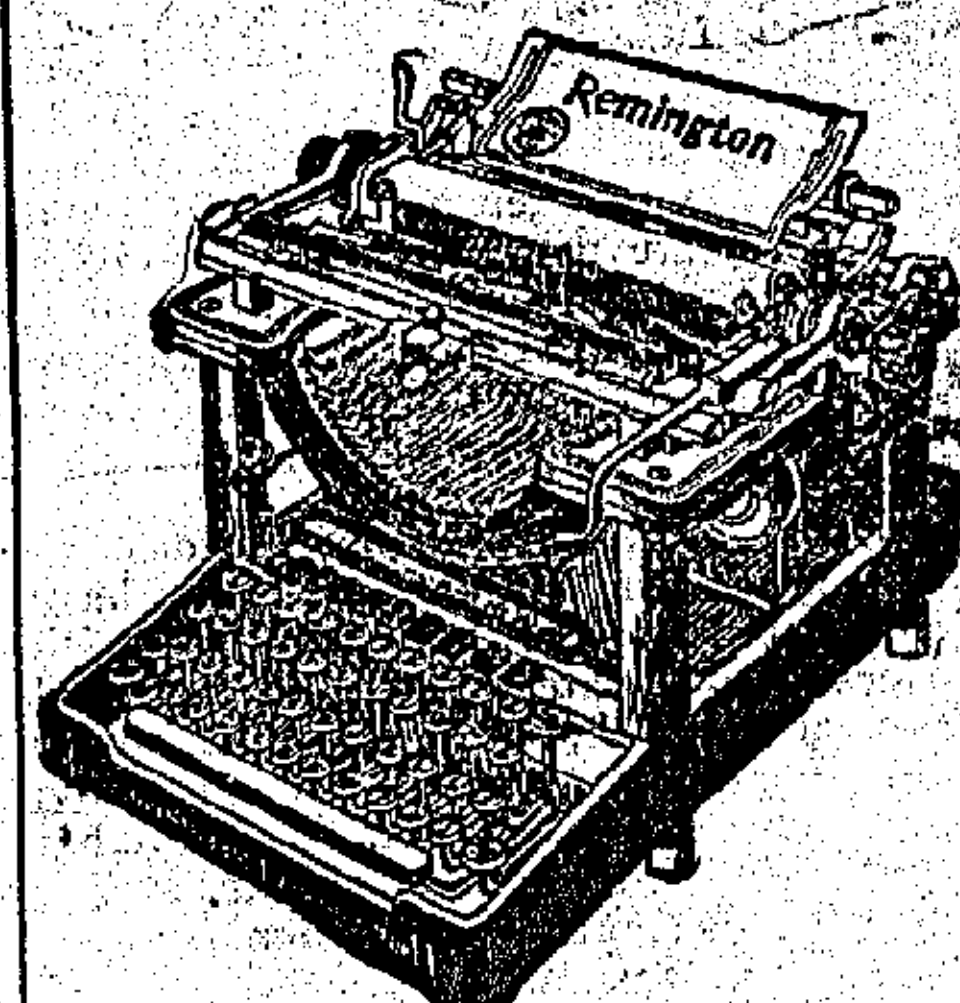
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PORTABLE.

COMPLETE \$13.50 COMPLETE

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THE NAME REMINGTON STANDS FOR

The Longest History. The Widest Experience. The Greatest Manufacturing Resources. The Most Complete and Comprehensive Product.

The Largest Selling Organization of any concern in the Typewriter Business. From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters."

First and ALWAYS Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON TYPEWRITER COMPANY (Incorporated).

SIEMSEN & CO., SOLE AGENTS for Hongkong, Canton, South China and Formosa. [54]



HAVE YOU USED KAMINIA OIL?

(Registered).

THE WORLD'S FAVOURITE HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE—80 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAI, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors—KAMINIA PERFUMERY COMPANY, Bombay, India. [687]

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.

Teak and Hardwood supplied Machine Sawn to any Dimensions.

Flooring—Sizes to Order.

Philippine Hardwood Wharf Piles in lengths up to 60 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Philippine Hardwoods suitable for constructional purposes.

Prices and Samples on application.

Telegrams—Rosewood. Telephone No. 1463. P.O. Box No. 639. Hongkong, 2nd May, 1914. [665]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—See bathing, boating, cricket, football, etc. For terms, apply to the Headmaster, HERBERT L. BEER, L.C.R. [1348]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give massage, under medical supervision. Address—NOMURA HOTEL, 15, 16 and 17, Connaught Road. Telephone No. 400. Hongkong 2nd December, 1913. [1388]

ENTERTAINMENTS

HIPPODROME CIRCUS AND MENAGERIE.

TO-NIGHT! 9.15 P.M. TO-NIGHT!! AND EVERY EVENING INCLUDING SUNDAYS.

LOCATION: CAUSEWAY BAY. SECOND CHANGE OF PROGRAMME!

INCLUDING THE FIRST APPEARANCE OF THE GREAT DE MARLO, THE HUMAN FROG, IN A MARVELLOUS ACT.

ALSO MDLLE. ZUDECIA, THE MODEL LADY, IN BEAUTIFUL STATUESQUE POSES.

GRAND MATINEE—TO-DAY AT 4 P.M. Children Half-Price to Matinee only.

Box Plan at ROBINSON PIANO Co., LTD. Special late Trams after every Performance. Hongkong, 29th May, 1914. [660]

PUBLIC AUCTION.

GEO. P. LAMMERT,

AUCTIONEER, SHARE AND GENERAL BROKER.

A VALUABLE COLLECTION OF ANTIQUE CHINA AND CURIOS.

(Just arrived from the North, being the property of the well-known collector, Mr. LAH VEN KEE).

THE Undersigned has received instructions to Sell by Public Auction, ON THURSDAY, FRIDAY AND SATURDAY.

THE 4TH, 5TH AND 6TH JUNE, 1914, COMMENCING EACH DAY AT 2.30 P.M., AT HIS SALES ROOMS, DUDDELL STREET.

A VALUABLE COLLECTION OF ANTIQUE CHINA AND CURIOS.

from SUNG TO MING DYNASTIES and KANGHI TO TOWKWANG PERIODS.

Comprising—2-COLOURED and BLUE and WHITE VASES, PLATES, BOWLS and FIGURES, etc.

BANG-DE-BEUF VASES, WHITE "GODDESS OF MERCY" (MING). OLD GOLD INLAID BRONZES (MING). FINE CRYSTAL VASES and SNUFF BOTTLES. PORCELAIN and AGATE SNUFF BOTTLES. GREEN and RED JADE ORNAMENTS.

OLD "LACQUERED" SCREENS with 6-COLOURED DECORATION and BLACKWOOD SCREENS with BLUE and WHITE and 5-COLOURED KANGHI and KIENTUNG PORCELAIN PLAQUES, PORCELAIN PICTURES INLAND IN WOOD, etc.

A FEW PIECES OF FINELY CARVED SOOCHOW RED WOOD. N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the articles offered.

Catalogues will be issued. On View from TUESDAY, the 2nd June. Terms—Cash on delivery. GEO. P. LAMMERT, Auctioneer. [767]

Hongkong, 30th May, 1914.

INTIMATIONS

RADIUM THERAPY.

We can Supply

RADIUM-BROMIDE

for the treatment of Cancer and Skin Diseases, such as Lupus, Nevi, Angiomas (Port-wine-stain), Warts, etc., and anybody wishing to be so treated by his Doctor should communicate with him, or ask us for further particulars.

A. S. WATSON & Co., LTD., Representing—WERNER BUDENBERG & Co. (Shanghai).

(RADIUM-HEIL-GESELLSCHAFT m.b.H., Berlin). [641]

RADIUM EMANATION THERAPY.

WE herewith beg to inform the Public that we have made arrangements with

MESSRS. A. S. WATSON & Co., LTD., and MESSRS. THE MEDICAL HALL to Supply our

SAUBERMANN RADIUM EMANATION GENERATORS

on a Doctor's Prescription. The Generators have been made by the RADIUM-HEIL-GESELLSCHAFT m.b.H. of Berlin, and they have all been attested to by the IMPERIAL GERMAN TECHNICAL-PHYSICAL TESTING

INSTITUTE at Berlin. Clinical literature and further details may be had on application to the above-named Firms.

WERNER BUDENBERG & Co., Shanghai, Sole Agents for Hongkong and China for the

RADIUM-HEIL-GESELLSCHAFT m.b.H., Berlin. [642]

PRINTING

Nothing creates such a good impression as business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

THE "HONGKONG DAILY PRESS," PRINTING WORKS. Turn out the Best Printing at Reasonable Prices.

AUCTION.

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 2nd day of June, 1914, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of ONE LOT of CROWN LAND at Shanghai Street, Mong Kok, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurement (Approximate)	Contents in Square Feet	Annual Rent	Upset Price
1	72 feet by 105 feet	7,560	about	\$8,370

[741]

INTIMATIONS

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Prices, which is standard and reasonable. Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR, Manager, 6, Des Vaux Road Central (First Floor). Telephone No. 650. Hongkong, 15th May, 1914. [710]

中外香港 CHUNG NGOI SAN PO (Chinese Daily Press).

PUBLISHED DAILY. It is the oldest and still continues to be the best Advertising medium among the Native Community.

Established for over FIFTY YEARS. Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translating free) can be obtained at the Office, 10A, Des Vaux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.



NAPIER - JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

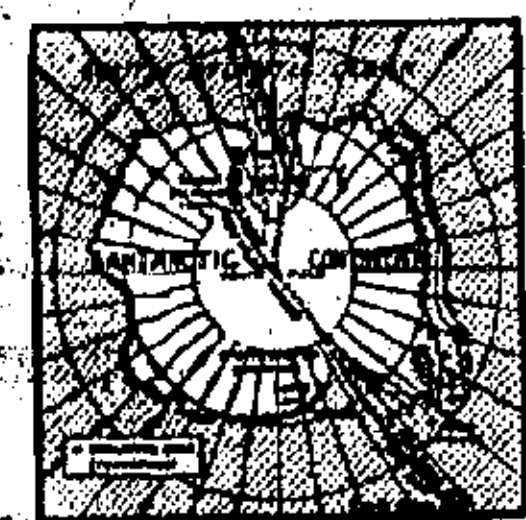
BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG

LANE CRAWFORD & CO.

and from ALL WINE MERCHANTS.

Sir Ernest Shackleton's Route 1,700 miles across the South Pole from sea to sea.



Writing to the agent entrusted with the purchase of the stores for the forthcoming Imperial Trans-Antarctic Expedition Sir Ernest Shackleton uses these words:

"The question of the concentrated beef supply is most important. It must be Bovril."

Men who trust their lives to their food take no risks and Sir Ernest Shackleton, planning this expedition with his intimate knowledge of the Arctic and snow, has recognized the value of Bovril.

HOW I MADE MY WINDOWS PRETTY

"Peach's Beautiful Book told me all about it."

FREE to all. Tells about the most beautiful window decorations.

The greatest problem which confronted me when I was furnishing my home, was how to dress the windows in the most attractive fashion on an economical basis.

I must confess that I was considerably perplexed, until I wrote to Peach's for their book—'Ideal Home Decorations'—the greatest volume of window decorations I have ever seen.

It contains 70 of the most charming designs, showing how the most unassuming windows could be made pretty and inviting.

It is the only book produced which tells of Peach's Special Patent Henna and Sunfast colors.

These Henna colors are worth a volume of description.

I was most impressed by the charming ideas for casement window decorations.

These suggestions are not only simple and easy to make, but they are also very effective.

It was possible to see at a glance just how much more attractive the book one could easily see how the window would look when finished.

The book also contains many varieties of—other necessities, HOUSEHOLD LINENS, UNDERWEAR, CLOTHING, LADIES' BLOUSES, LACES, etc.

The illustrations were superb—None is it possible to obtain curtains of such exquisite taste.

A plain fact also to the most casual observer was the astonishingly moderate prices of the productions from this famous loom.

Peach's Loom Prices 25% CHEAPER.

Here were beautiful designs exclusive to Messrs. Samuel Peach and Sons, the actual makers, which were at least 25 per cent cheaper than one usually pays for the same quality.

This is simply because Peach's, in the quality of their goods, are actually superior to the actual makers supplying direct to the users and have 25 years reputation.

Full in the coupon below, or send postcard for free copy of this magnificent book. You will receive it at once. Write now. Get the handsome book—'Ideal Home Decorations' by Messrs. Samuel Peach & Sons, Dept. 1, THE LOOMS, NOTTINGHAM, England.

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PLEASE SEND ME YOUR FREE COUPON

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THE CHINA (AMENDMENT) ORDER IN COUNCIL, 1914.

REGISTRATION OF COMPANIES.

At the Court at Buckingham Palace, the 30th day of March, 1914, present:—The King's Most Excellent Majesty, Lord President, Viscount Knollys, Lord Coleridge, and Lord Emmott.

Whereas by treaty, grant, usage, sufferance, or other lawful means His Majesty the King has Jurisdiction in China:—

Now, therefore, His Majesty, by virtue and in exercise of the powers in this behalf by the Foreign Jurisdiction Act, 1890, or otherwise in His Majesty vested, is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:—

1.—This Order may be cited as "The China (Amendment) Order in Council, 1914," and shall be read as one with the China Order in Council, 1914, hereinafter referred to as the "Principal Order," and this Order and the China Orders in Council, 1904 to 1913, may be cited together as the "China Orders in Council, 1904 to 1914."

2.—(1.) In addition to the documents to be deposited and filed in the office of a consulate, in accordance with Article 46 of the China (Amendment) Order in Council, 1913, on the registration of a company in accordance with the provisions of that Order, there shall be deposited and filed a list of the directors of the company showing in respect of each director his full name and nationality and his address.

(2.)—Every company registered under the China (Amendment) Order in Council, 1913, shall register in the month of January in every year a list of the directors of the company, showing in respect of each director his full name and nationality and his address, and shall from time to time, as may be necessary, register any alterations in such list.

(3.)—On every registration under sub-article (2) of this article there shall be payable a fee of 2s.

MUNICIPAL BY-LAWS IN FOREIGN CONCESSIONS.

3.—Where any municipal regulations or by-laws have been established for any foreign concession in China the Court may entertain a complaint against a British subject for a breach of such municipal regulations or by-laws, and may enforce compliance therewith.

Provided:—

(1.)—That the said municipal regulations or by-laws have been accepted by His Majesty's Government. Acceptance of the municipal regulations or by-laws of a foreign concession by His Majesty's Government shall be signified by a copy thereof being exhibited and kept exhibited in the public office of His Majesty's consulate at such treaty port.

(2.)—That no punishment other in nature or greater in degree than that provided by the Principal Order shall be imposed.

(3.)—That the Court is satisfied that effectual provision exists for the punishment in the Court of the foreign Powers whose municipal regulations or by-laws it is sought to enforce, of breaches by the subjects or citizens of that Power of the municipal regulations or by-laws of British concessions in China.

4.—In Article 21 of the China (Amendment) Order in Council, 1913, the reference to Article 13 should be read as a reference to Article 19, and in Article 29 the references to Articles 21 and 22 should be read as references to Articles 27 and 28, and in Article 30 the reference to Article 41 should be read as a reference to Article 48.

And the Right Honourable Sir Edward Grey, Baronet, K.G., one of His Majesty's Principal Secretaries of State, is to give the necessary directions herein.

ELMERIO FITZROY.

EARNINGS OF SHIPPING COMPANIES.

SOME RECENT DIVIDENDS.

The directors of the Peninsular & Oriental Steam Navigation Company announce a dividend at the rate of 5 per cent. per annum on the preferred stock, and an interim dividend at the rate of 7 per cent. per annum on the deferred stock of the company for the half-year ended March 31st. Warrants for the same were to be posted on May 14th.

THE ROYAL MAIL.

Subject to audit of the accounts, the Court of Directors of the Royal Mail Steam Packet Company recommend the payment for the six months ended December 31st, 1913, of the usual dividend on the preference stock, and a dividend of 2½ per cent. less income tax, on the ordinary stock, making, together with the interim dividend paid on November 1st last, a total 6 per cent. for the year 1913. The dividend on the ordinary stock issued in May last will be calculated from the dates of payment of the instalments.

MESSAGERIES MARITIMES.

The directors of the Messageries Maritimes have decided to recommend a dividend out of the profits of 1913 of 12.50 francs gross on the preference shares and 6 francs gross on the ordinary shares, less (as regards the latter)—the transfer tax advanced by the company several years ago in respect of the scrip payable to bearer.

JAVA CHINA JAPAN.

For the financial year 1913 the shareholders in the Java-China-Japan Line will receive a dividend of 8½ per cent. The balance of profits of the working account, inclusive of monies received from the Government, is £1,447,898 (as compared with £1,018,750 last year), making with last year's undistributed balance, the balance of the interest account, etc., a total of £1,518,486 (£1,020,240). After all necessary deductions have been made, £492,681 (£247,519) is left for distribution, out of which a dividend of 8½ per cent. (8 per cent.) is paid on the capital now issued of £4,600,000 (£3,000,000), whilst £237,925 is paid into the reserve fund and £24,814 to the Dutch Government. From the year of the Koninklijke Maatschappij De Schiedaas-Fluiterij, the steamship "De Schiedaas" was launched last month, for this company. Two other steamships are under construction.

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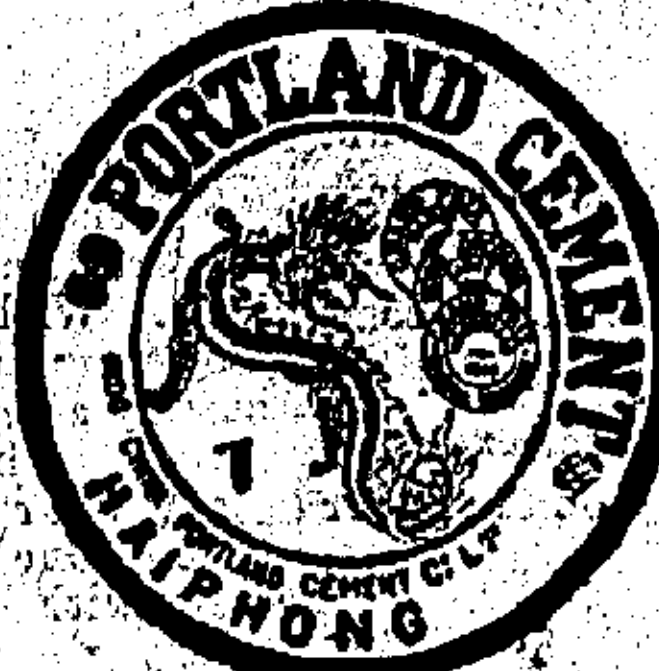
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YOKOHAMA, KOBE, NAGASAKI, HONGKONG, MANILA, SHANGHAI, HONGKONG, YOKOHAMA.

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THE FAR EASTERN SCENE.

THE YANGTZE GORGES.

BY VIOLET MARKHAM.

The Yangtze Kiang has been from time immemorial the greatest highway in China. Rising among the snows of Tibet, it flows first through the remote and turbulent province of Szechwan till near the border of Hoopoh province a barrier ridge of mountains appears to offer implacable resistance to any further progress. Through these mountains, however, the Yangtze forces its way in the grand series of gorges which are regarded as one of the marvels of Asia. The gorges extend for a distance of about 400 miles from Chung King in Szechwan to Ichang in Hoopoh. The river, confined between precipitous walls, flows in a series of rapids, runs, and races, which render navigation at all times arduous and often precarious. The gorges are not continuous; here and there the cliffs open out into wide stretches of country, where the hills draw back a little distance from the river-bank. But in the main this reach of over 400 miles through which the Yangtze pours its mighty discoloured waters is one great funnel, and up and down this funnel the considerable river traffic has to make its way, for the Yangtze constitutes the main entrance and exit of the province of Szechwan.

The Yangtze is one of the longest rivers in the world, and the gorges expedition—to see anything of the district—cannot be accomplished much under a month. From Shanghai to Ichang, the last European settlement at the mouth of the gorges, the distance of 1,100 miles is comfortably and expeditiously covered in about a week or ten days by the excellent service of steamers which ply on the upper and lower waters of the river. The Yangtze is in the main a great discoloured stream, flowing for hundreds of miles between mud-banks through a flat, drab country. Withal it is a mighty river, and Nanking, the ancient capital of the Ming—a heap of ruins when I saw it in November, on the morrow of the rebellion—and Hankow, a flourishing commercial centre higher up the river, have their own interest for the traveller. Beyond Hankow, however, the call of the wild becomes more insistent, till at Ichang the eye rests at last on the great huddled range of mountains to the west through whose recesses we are to make our way. At Ichang the steamer service comes to an end, and the adventurous must make other dispositions for continuing the journey up stream. It is true an occasional steamer forces its way up the rapids to Chung King, a sufficiently perilous passage for a vessel of any size. But in the main travellers prefer the slow but memorable method of the junk for negotiating this stretch of the river; sailing when the wind is propitious, otherwise being towed up the rapids by what are known as the "trackers," clanking one's way from point to point of the gorges; creeping along the edge of the bank; now being hauled with shouts and yells through races and rapids with always the possible excitement of a broken rope before one's eyes and a swift and undesirable descent down stream, culminating in total shipwreck. If the daily log of a Yangtze junk is not that of a mail-steamer, life on the former certainly makes up in excitement and incident for what it lacks in speed.

As in all Oriental countries a considerable retinue apparently was necessary to minister to the needs of our party of three. Our expedition consisted of two junks, euphonically termed houseboats, and a Government red boat. The junks were vessels of some sixty or seventy tons, about 30 ft. in length, roofed in at the stern, open in front. An astonishing number of people were packed on to these vessels, in addition to ourselves. In the extreme stern lived our "ladah," or skipper, with his wife and family. Next came the roughly boarded-in part divided into two cabins, where passengers sleep and eat. This roofed-in end of the junk gives it a curiously top-heavy appearance, and the two great, unwieldy sweeps of oars, which were our only method of propulsion, apart from sailing or tracking, seemed ill-adapted to their work. In the open part of the deck forward about twenty-two Chinese lived; worked, and slept, six or seven of these being superior persons, members of the crew, the balance consisting of the trackers, the luckless ill-paid beings, whose business it was to take to the land when the wind was unfavourable for sailing and tow us up the gorges. At night some mats would be produced and hung up over the open deck, where the entire party rolled up in bed quilts and slept hard to toss like sardines in a box.

The red boat was one of the Government lifeboats, of which there are many stationed at dangerous points through the gorges. Its five sailors were superior men of a better type than those on the junks. The functions of the red boat were, so to speak, to shepherd us in the rapids and pick up the bits if we were wrecked. The escort of one of these boats is always very desirable, if not essential, when travelling up the gorges; not so much from fear of wreckage as the official imprimatur it gives to the expedition. For the journey takes one quite out of touch with civilisation or European settlement of any kind. Altogether we must have numbered between fifty and sixty people when one grey morning we bade farewell to Ichang and turned westward towards the first gorge some ten miles distant. Food, bedding, crockery, everything had to be provided, for beyond one or two Chinese tables and chairs the junks are destitute of furniture. Our friends were kind to us; from

one we borrowed a stove, from another chairs, two 50-cent hand-lamps ensured we should not sit in darkness of an evening. We hung up blankets and coats where "the peep of day" was too glaring through the boards of our cabin, and settled down quite happily to keeping house.

We left Ichang in that turmoil of shouting and noise without which no Chinaman can accomplish work of any kind. It was dead calm, and for the first few miles there was nothing for it but to take to the clumsy sweeps of which I have spoken, six or seven men working at each oar in a manner unpleasantly suggestive of the old slave galley. It was necessary to give our crew names in order to distinguish one from another, and we were liberal with saints and apostles. These Yangtze boatmen work their oars to a strange monotonous chant, without which they never pull a stroke.

But the trackers! Probably there is no class of men worse paid and harder worked than these poor fellows who tow junks up stream between Ichang and Chung King. I was told that their pay for the month's trip between these two points was one dollar Mexican (about 2s.), plus their food. The work is of the most laborious kind. The Yangtze tow-path, as I soon found out for myself in the course of daily walks, is in the main a mass of stones. When the stream is high and the current swift the effort of towing the boat up race and rapid becomes tremendous. The rope, a slender affair made of bamboo twine, is fastened to the top of the mast, and at these difficult points thirty or forty men, recruited from the neighbouring villages, will be harnessed to it, and yet minutes may pass before one inch of progress is made. I have known no sight more painful than this spectacle of the Yangtze tracker toiling on the bank, bent absolutely double, his hands touching the ground, in the distance looking like some new strange animal at whose identity one can hazard no conjecture. La Bruyere's appalling description of the French peasant before the Revolution was frequently in my mind as I watched them. Withal I am bound to say that they were as cheery, good-tempered, and healthy a set of men as I have ever come across. When they came on board at night, their good spirits were irrepressible. One evening we presented ourselves with half a pig, and great was the jollity which then obtained on board. The pig, backed by the extravagant largesse of five cents (one penny per man), was the occasion of a real festa and chattering, and, I fear, gambling went on to a late hour that night; my string of copper cash changing hands many times before the feast was over.

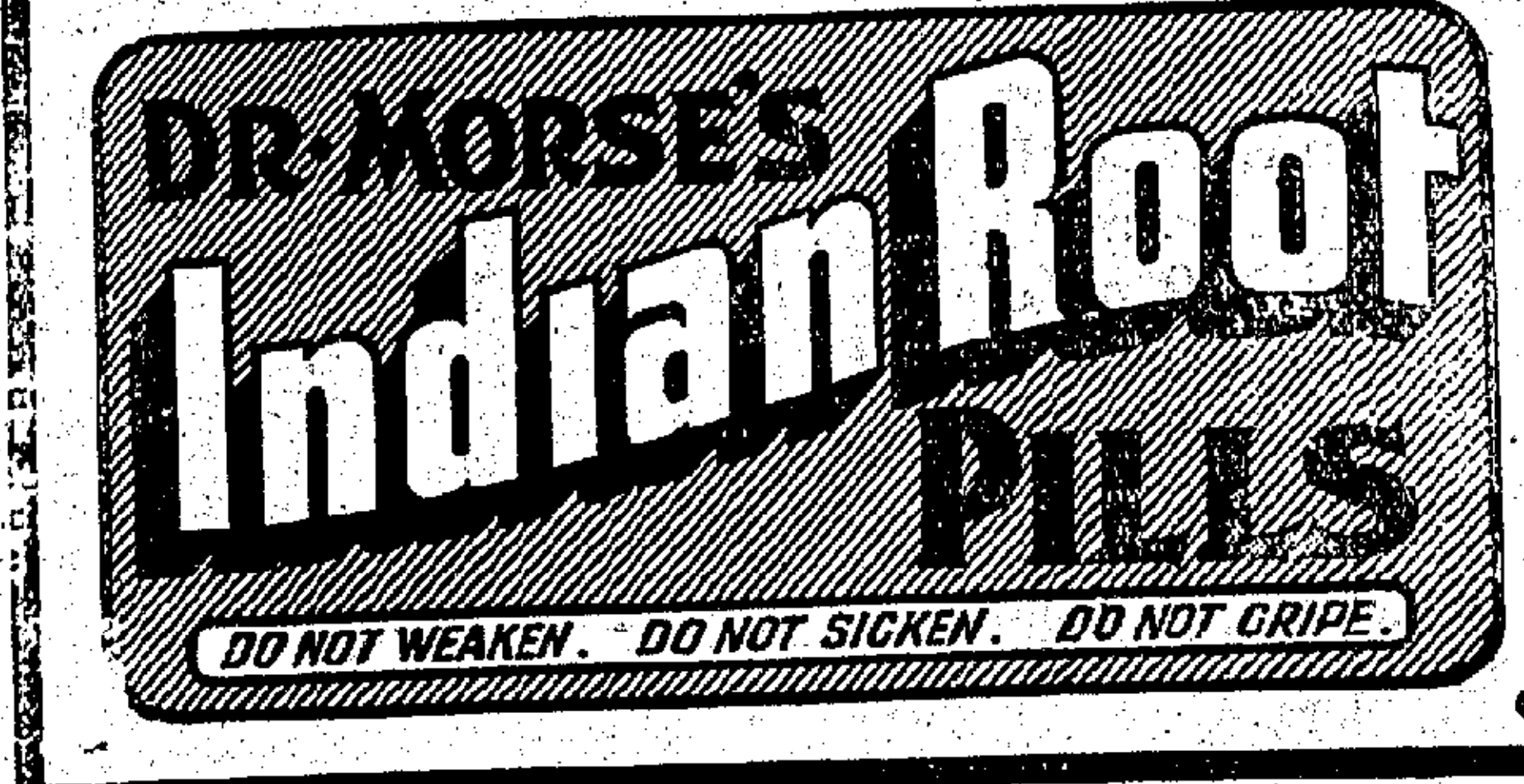
Other travellers have already described the grandeur and solemnity of the Yangtze gorges. They reminded me not a little of my own Derbyshire dales, prolonged ad infinitum, and, of course, on a larger scale. We penetrated through three or four of them in the course of our ten days' trip over the border into Szechwan. The river was very low at the time, and the dreaded rapids of the Shin Tan, the Yeh Tan, and the Tung Ling Tan presented fewer difficulties than usual. A long, open stretch of river-bank divides the first gorge from the second, the famous Ox Liver Gorge, where the great cliffs fall sheer into the water in impressive guise. No less wild and striking is the Wushan Gorge beyond. At night when the junks were tied up to the bank away from a village the silence, save for the sough of the water on the stones, was penetrating, making the world of men and cities seem immeasurably far off. But even in this remote part of China there is no escape from population. The economic pressure which renders the cultivation of every inch of ground necessary crowds houses, and villages even, on these precipitous cliffs. From the level of the water one looks up in astonishment at these tiny patches of cultivation far up on the mountain side, terraced as it were, in the sky, husbanding jealously each inch of soil, little houses with wide balconies supported on beams, hanging on as it were by their eyelashes over the very brink of the precipice. Here and there was a monastery, with fierce, upturned roof, and on prominent points pagodas built to direct "good influences" up and down the stream.

The population in the main, though not invariably, was friendly. I was called "kwaiz"—"foreign devil"—on several occasions during my expeditions on the tow-path. But generally speaking the villagers would laugh rather than scowl at one's sudden and unexpected appearance, and call off their barking dogs. The Chinaman is easily propitiated by a civil word or a jest, and our chattering at various villages and the laughter to which they gave rise are among my outstanding recollections of a great and memorable picnic in the back of beyond.—*Westminster Gazette.*

PIMPLES, BOILS & BLOTCHES.

A person suffering from eruptions in the skin has much to endure. It is not merely the discomfiture and irritation and painful sensation, but life is made miserable by depression of spirits. The liver is torpid and the kidneys are partially inoperative, and you feel languid and weak. The disease is in the blood, and when the system is not cleansed through the usual channels Nature asserts herself and forces portions of the impurities through the skin in the form of Pimples, Boils and Blotches. External remedies—powders, ointments, lotions—only alleviate; they do not get at the cause. Dr. Morse's Indian Root Pills get at the cause by removing the disease from the Blood. They cleanse the system by stimulating the liver and strengthening the kidneys, which filter the Blood and drive out the impure matter through the bowels.

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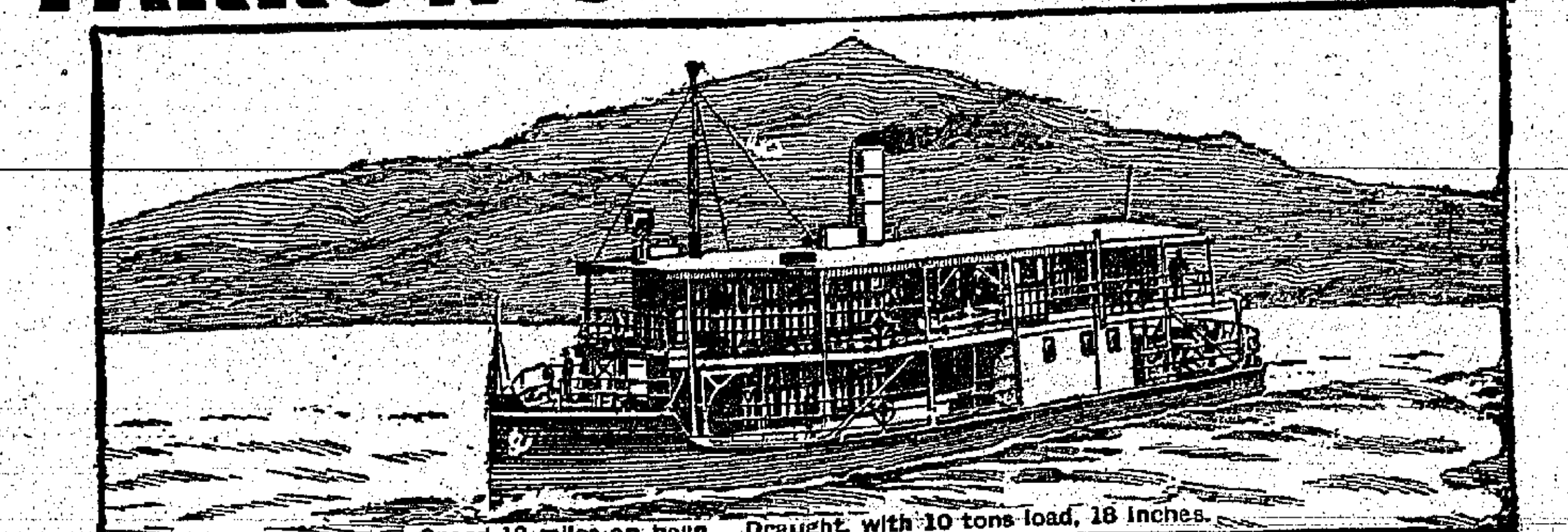
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This remarkable compound, the latest discovery of modern science, is a powerful equalizer of the defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, or neuritis, or any of the many ailments which attend on a weak nervous system, are all so many of the symptoms of a defective nerve and brain power, and the cause of all so many of the ailments of the human race. It is a powerful equalizer of the defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, or neuritis, or any of the many ailments which attend on a weak nervous system, are all so many of the symptoms of a defective nerve and brain power, and the cause of all so many of the ailments of the human race.

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Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poverty, impurity, or other impurities of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillary, cleansing and expelling disease, wherever and in whatever form met with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness, and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, neuralgia, and all swellings of the joints, discharges, blood poison, eczema, leprosy, and all other ailments of the skin. It is a powerful equalizer of the defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, or neuritis, or any of the many ailments which attend on a weak nervous system, are all so many of the symptoms of a defective nerve and brain power, and the cause of all so many of the ailments of the human race.

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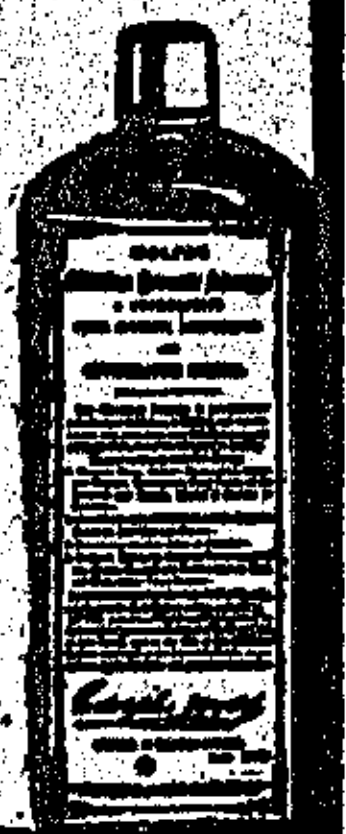
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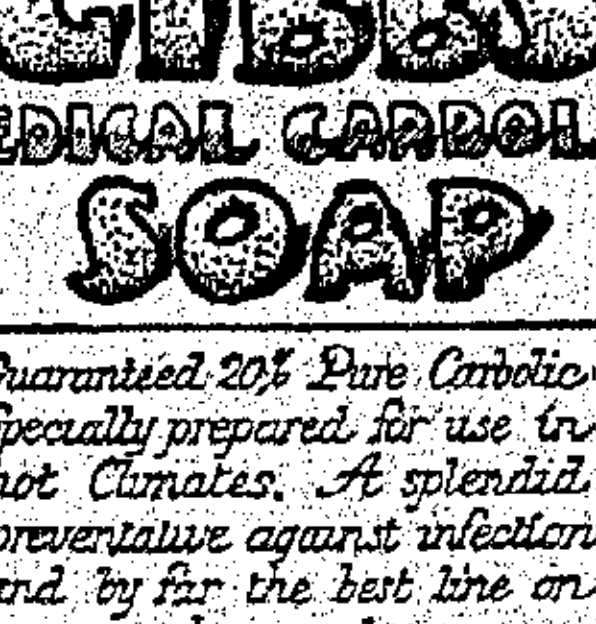


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FROM 45 TO 50. THE MOST DANGEROUS PERIOD IN WOMAN'S LIFE.

"WORKED A MIRACLE IN MY WIFE'S CASE."
STRONG TRIBUTE TO DR. WILLIAMS' PINK PILLS FROM CEYLON.

For reasons which every woman knows the period which comes between the ages of 40 and 45—when the "Change of Life" takes place—is the most dangerous time in a woman's life. Upon whether or not she successfully passes through this "Change" depends her future physical welfare.

"Some years ago my wife, who is now 50 years old, passed through an exceedingly trying experience," says Mr. W. P. de Alwis, a landed proprietor, residing at Poliyagoda, near Colombo, Ceylon. "Her whole body became racked with pain."

frightful headaches continually prostrated her, attacks of giddiness overcame her to such an extent that she would have to grip her chair for fear of falling forward on the floor, and at the same time blood seemed to surge into her brain, making everything appear dark before her eyes.

"These and other symptoms common to many ladies of her age brought my wife to the verge of despair. It was indeed pitiful to see her, formerly so energetic and bright-spirited, now reduced to an invalid."

"On several occasions I had read in my newspaper how ladies suffering in the same way had obtained PERMANENT RELIEF by means of Dr. Williams' Pink Pills. But all treatments tried for my wife having proved unavailing, I thought that these Pills would be equally useless until, one day, a booklet came into my hands which contained such strong evidence of their merit as to convince both my wife and myself that they were worth a trial."

"I procured a supply of Dr. Williams' Pink Pills, and my wife commenced to take them carefully and regularly. Then her good health began to return by leaps and bounds. As the days went by these

DEADLY HEADACHES diminished and the pains in her body lessened until they disappeared altogether. Within a month my wife was another woman. She is in perfect health at the present time. Dr. Williams' Pink Pills certainly worked a miracle in her case."

In all cases where the blood needs purifying and strengthening and the nerves need building up Dr. Williams' pink pills for pale people are the right remedy. That is why they have cured countless cases of Anemia, Nervous Debility, Indigestion, Malaria, Eczema, Rheumatism, and the special ailments of ladies. Of medicine renders everywhere, and the Dr. Williams' Medicine Co., 34, Szechuen Road, Shanghai, one bottle for \$1.50, six for \$8, post free.

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NO. 30, BELLIOS TERRACE, newly painted and colourwashed. From 1st June, 1914, 55, ELGIN TERRACE, newly painted and colourwashed. No. 12, BEACONSFIELD ARCADE, Shop. No. 5, MOUNTAIN VIEW. Newly painted and colourwashed. From 1st April, 1914. No. 7, STEWART TERRACE, PEAK. No. 19, SHELLEY STREET. To Let, Furnished, for one year, from 1st May, 1914. "ROGATE," Austin Road, Kowloon. Unfurnished. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 22nd May, 1914. (65)

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SHOP, No. 12, Queen's Road Central. 2, FAIRVIEW, Nathan Road, Kowloon. Apply to—STEPHENS & WILSON, Hongkong, 11th December, 1913. (57)

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FOUR-ROOMED HOUSE in Salisbury Avenue, Kowloon. Cheap rental. Apply to—HUMPHREYS ESTATE & FINANCE CO., Ltd., Alexandra Buildings, Hongkong, 19th May, 1914. (69)

TO LET

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 45, with Wharf. FLAT in Nathan Road, Kowloon. Apply to—HUMPHREYS ESTATE & FINANCE CO., Ltd., Alexandra Buildings, Hongkong, 19th May, 1914. (69)

TO LET

NO. 104, THE PEAK, FURNISHED. Apply to—S. J. DAVID & Co., Prince's Buildings, Hongkong, 7th February, 1914. (54)

TO LET

IN CANTON on SHAMEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd. Apply to—DAVID SASSOON & Co., Ltd., Hongkong. Hongkong, 7th May, 1914. (67)

FASHIONS AND FANCIES.

When dark blue serge first came into fashion, it owed its immediate success to Queen Alexandra, then Princess of Wales. As became the Sea King's daughter, she at once adopted the material associated with the Navy, and made it her principal wear when at Windsor, Balmoral, or when yachting. Until then serge had been regarded as fit only for the wear of railway porters, but the manufacturers, seeing how matters were trending, soon produced it in pure wool and in different patterns.

NAVY SERGE. The late M. Worth, of Paris, expressed astonishment and disgust at the idea of gentlemen wearing such a material, and denounced it as "only fit for stable boys." But now Paris is, if possible, more zealous in praise of navy serge than even England itself, and her graceful ladies don it in many different forms.

One costume consists of a plain skirt slit up four inches on either side at the ankles, and an over-dress arranged in wide, flat pleats from an inch or so below the neck to the line of the knees. This garment is held in at the waist (normal position) by a band of the serge (a soft, fine make) with perpendicular rows of mother of pearl buttons at intervals the whole way round. At the neck, slightly cut away, there is a white lawn collar and a knot of navy blue ribbon. Also in navy blue serge is a long, rather full coat with triple collars, each bordered with black ribbon. Even the brigand cloak is seen in blue serge or cloth, finished with the correct high velvet collar and lined with flowered white satin.

ANGLO-PARISIENNES. A gown in the same popular material has a full tunic smocked at the waist in front, the smocking headed by a pointed band of white pique, matching the wide stand-away collar and narrow cuffs just appearing beneath the long, plain, close-fitting sleeves. With quite surprising unanimity the smart women of Paris are wearing these costumes in the morning and afternoon, but particularly for what the French term "le footing matinal." Walking is another English importation that has become quite fashionable in Paris during the last few years.

It is whispered that Parisiennes are really tired of the ugly and inconvenient exaggerated gowns of a couple of months ago, and that they are taking refuge in blue serge with trimmings of braid or bias folds of black satin. The serge gowns button down the front, a satisfactory feature of the early season. For afternoon wear blue serge is fashionable, but has a rival in silk, especially black taffetas. A few timid attempts at crinoline have been noted, but for the most part draped skirts, tunics, flounces, and ruffles are the principal features.

SOME PICTURESQUE GOWNS. Very pretty for afternoon wear is a pale blue fancy crepon with draped skirt and double tunic, both very full and standing out about the hips, though drawn in quite closely round the waist by a black moiré silk belt. The bodice fits closely on the shoulders, but has some fullness at the waist, also drawn down under the belt of black moiré. The sleeves are of the kimono order, but narrow to the wrists, which have frills falling over the hands. The flaring collar, its points standing straight out over the shoulders, forms part of what used, in Victorian days, to be called a habit-shirt, buttoning down the front under a ruche of similar lace, with folds of finest silk crêpe at either side.

THE NORMAL WAIST. The waist is in the natural position, a fashion that is now entirely re-established, though a minority of smart women still cling to the Empire line. A chestnut-brown taffetas is made with a tunic, short in front, pointed at the back, of tartan in brown, amber, and cream-colour, not puffed out round the hips as some of them are, but falling in graceful, natural lines. The upper part, forming the bodice, is turned back, with collars, revers, and cuffs of the brown silk piped with amber satin. There is a cape accompanying this gown, made of very fine, light brown cloth, lined with the same tartan as the tunic and with a collar of striped cream and brown velvet. Tan coloured shoes, stockings, and gloves are worn with this dainty toilette.

THE NEW SHOE. One of the most sensible of recent fashions is the Salomé shoe with its band round the ankle, which keeps the shoe up on the heel. This is the more necessary as the front part of the smart, up-to-date shoe is much cut away, so much so that it is really difficult to keep it on the foot. White, gazelle, and antelope, besides the well-known tan, are the favourite colours for footgear. Later on, more pronounced tints will be seen, blue, green, red, purple, matching the gown or its trimmings.

The high heel persists in Paris, the wearers little guessing the trouble they are laying up for themselves, their spines and their knees.—X. AND Z., in the Globe.

THE NEW FRENCH REMEDY. THERAPION No. 1. CURE FOR ALL AFFECTIONS OF THE URINARY SYSTEM. THERAPION No. 2. CURE FOR ALL AFFECTIONS OF THE URINARY SYSTEM. THERAPION No. 3. CURE FOR ALL AFFECTIONS OF THE URINARY SYSTEM. THERAPION No. 4. CURE FOR ALL AFFECTIONS OF THE URINARY SYSTEM. THERAPION No. 5. CURE FOR ALL AFFECTIONS OF THE URINARY SYSTEM. THERAPION No. 6. CURE FOR ALL AFFECTIONS OF THE URINARY SYSTEM. THERAPION No. 7. CURE FOR ALL AFFECTIONS OF THE URINARY SYSTEM. THERAPION No. 8. CURE FOR ALL AFFECTIONS OF THE URINARY SYSTEM. THERAPION No. 9. CURE FOR ALL AFFECTIONS OF THE URINARY SYSTEM. THERAPION No. 10. CURE FOR ALL AFFECTIONS OF THE URINARY SYSTEM. THERAPION No. 11. CURE FOR ALL AFFECTIONS OF THE URINARY SYSTEM. THERAPION No. 12. CURE FOR ALL AFFECTIONS OF THE URINARY SYSTEM. THERAPION No. 13. CURE FOR ALL AFFECTIONS OF THE URINARY SYSTEM. THERAPION No. 14. CURE FOR ALL AFFECTIONS OF THE URINARY SYSTEM. THERAPION No. 15. CURE FOR ALL AFFECTIONS OF THE URINARY SYSTEM. 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CHURCH SERVICES.

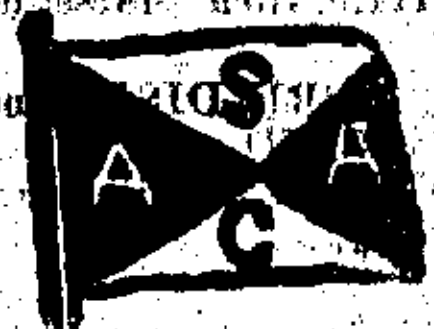
St. John's Cathedral, Hongkong. 31st May, 1914. Holy Communion 8.05 a.m. (with Music). Matins, 11 a.m. Processional, Hymn 207; Responses; Psalms; Venite, Gospel; Psalm; Special Chants; Te Deum, Oakeley in F. (15th evening). Jubilate, Croyley; Hymns, 208, 209, and 157. Holy Communion (2nd noon). Evening Service, 7.30. (Full Choir). Professional, Hymn 207; Responses; Psalm; Special Chants; Magnificat, and Nunc-Admitte, Stanford in F. 4th. Anthem, "Come Holy Ghost." Address, Hymns, 158 and 159. Dressing Room, N.E. Palm 104. (8th evening). Hymns, 1, 2, 21, 24, 31, and 39 in unison. Psalm 145, verses 1, 2, 10, 11, and 12 in unison.

First Church of Christ Scientist. MacDonnell Road, Sunday, 11.15 a.m.; Wednesday, 5.30 p.m.

Union Church, Kennedy Road, Sunday. May 31st. Morning Service at 10.30 a.m. Hymns, 246, 252, 133, and 484. Evening Service at 6 p.m. Hymns, 17, 143, 147, 68 and 271. Preacher, Rev. J. Kirk Macdonnell.

VESSELS ON THE BERTH.

HONGKONG-BOSTON & NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRANI" ... On or about 5th June.

For Freight or information apply to—

SHEWAN, TOMES & Co., General Agents.

Hongkong, 14th May, 1914. [707]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDIANEAN, PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR CARGO, PASSENGER, GUIN, CONTINENTAL, AND AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA,"

Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 6th June, 1914, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co's s.s. "MALAGA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamship proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to those ports, due in London on the 18th July, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 26th May, 1914. [1]

GLEN LINE.

(McGREGOR, GOW & CO.), LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENBOY,"

Captain H. W. L. Holman, will be despatched for the above Ports on or about 13th June.

Saloon Passage, HONGKONG to LONDON, £40.

For freight or passage, apply to—

SHEWAN, TOMES & Co., Agents.

Hongkong, 26th May, 1914. [765]

AMERICAN AND ORIENTAL LINE.

(ANDREW WHEAT & CO'S STEAMERS.)

THE Steamship

"MINERIC,"

Captain J. C. Hall, will be despatched from Hongkong on the 16th June, for BOSTON AND NEW YORK.

For freight and further particulars, apply to—

THE BANK LINE, LTD., Agents.

Hongkong, 27th May, 1914. [748]

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY TO DECEMBER, 1913. With Index. Price £7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 6th March, 1914.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong, "h," midway between Hongkong and Kowloon, "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTION	DESTINATION	VESSEL'S NAME	FLAG & REG.	TYPE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
1. From Green Island to the Harbour Master's	LONDON VIA SUEZ CANAL	DEVANHA	Brit. str.	—	W. R. Hickey	E. & O. S. N. Co.	On 6th June, at Noon.
2. From Harbour Master's to Blake Pier.	LONDON & ANTWERP	DEVANHA	Brit. str.	—	H. B. Hetherington, R.N.	E. & O. S. N. Co.	About 10th June.
3. From Blake Pier to Naval Yard.	LONDON & ANTWERP	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	About 12th June.
4. From Naval Yard to East Point.	LONDON & ANTWERP	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 16th June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 2nd June, at 1 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 3rd June, at 10 A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 4th June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 24th June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	About End of June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 4th July.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 13th July.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 20th July.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 2nd June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 19th July.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 2nd June, at 4 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 10th June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 11th June, at Noon.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 20th June, at Noon.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 29th June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 1st June, at 5 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 15th June, at 4 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 10th June, at 10 A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	About 5th June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 10th June, at Noon.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 1st July, at Noon.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 6th June, at 1 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 16th June, at Noon.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 3rd June, at Noon.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 3rd June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 13th June, at 1 A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 19th June, at 10 A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	About 23rd June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	To-morrow, A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 3rd June, at 11 A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 5th June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 2nd June, at 5 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	About 31st inst.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	To-morrow, at 5 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 2nd June, at 4 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 3rd June, at D'light.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 3rd June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 4th June, at 4 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	About 4th June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 5th June, at D'light.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 5th June, at 6 A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 6th June, at 10 A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 7th June, at 11 A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 8th June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 9th June, at 4 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	About 11th June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	Quick despatch.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 3rd June, at 2 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 10th June, at 10 A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	To-morrow, at Noon.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	To-morrow, at 11 A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 2nd June, at 11 A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 4th June, D'light.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 5th June, at 11 A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 6th June, at 10 A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 7th June, at 11 A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	To-day, at 2 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 2nd June, at 4 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 2nd June, at 4 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 6th June, at 2 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 9th June, at 4 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 11th June, at 4 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	Quick despatch.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 2nd June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 8th June, A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	To-day.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 2nd June, at 2 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 2nd June.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	To-day, at 4 P.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 5th June, at Noon.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 3rd June, at 10 A.M.
	MASSACHUSETTS, PORTLAND, BOSTON, NEW YORK	DEVANHA	Brit. str.	—	H. W. L. Holman	SHEWAN, TOMES & Co.	On 1st June, at 9 A.M.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL AND HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STAMERS	Hong-kong	Shai Woosung	Naga-saki	Kobe	Yoko-hama	Vancon-ver	Quebec	Liver-pool	Liver-pool	Quebec	STAMERS	Vancon-ver	Yoko-hama	Kobe	Naga-saki	Shai Woosung	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMRESS OF ASIA	Wed'day 10 June	13 June	14 June	16 June	18 June	27 June	2 July	9 July	1 May	6 May	EMRESS OF ASIA	14 May	25 May	26 May	28 May	30 May	2 June
EMRESS OF JAPAN	Thurs. 25 June	28 June	5 June	2 July	4 July	16 July	23 July	30 July	6 May	15 May	MONTEAGLE	20 May	5 June	8 June	10 June	13 June	16 June
MONTEAGLE	Wed'day 1 July	4 July	Moji N'asaki	8 July	11 July	25 July	30 July	6 Aug.	15 May	22 May	EMRESS OF JAPAN	28 May	11 June	12 June	14 June	16 June	19 June
EMRESS OF RUSSIA	Wed'day 8 July	11 July	12 July	14 July	16 July	25 July	30 July	6 Aug.	29 May	5 June	EMRESS OF RUSSIA	11 June	22 June	23 June	25 June	27 June	1 July
EMRESS OF INDIA	Wed'day 22 July	23 July	27 July	29 July	31 July	12 Aug.	20 Aug.	27 Aug.	12 June	19 June	EMRESS OF INDIA	25 June	9 July	10 July	12 July	14 July	17 July

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	10.00
Return (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 30th MAY, 1914.
8 a.m. HONAN. 8 a.m. HEUNGSHAN.
10 p.m. KINSHAN. 6 p.m. FATSHAN.

SUNDAY, 31st MAY, 1914.
10 p.m. FATSHAN. 4 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISHAN, Tons 2,006.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 31st MAY, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI AN, 1,651 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAIYAM, 588 tons, and S.S. NANNING, 589 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Bank Pter.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	V. CIOTAT	On 3rd June.

HOMEWARD

MARSEILLES VIA PORTS	MAGELLAN	On 2nd June, at 1 p.m.
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ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA. Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here. For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:
FROM HONGKONG: 24th June. "KATHIAWAR"
FROM CO. JEMBO: 17th July.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

Fitted With WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 2nd June, 4 p.m.
ZAFIRO	4000	F. B. McMurray	Manila, Mangarin, Cebu and Iloilo	On 11th June, 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. Co., TOYO KISEN KAISHA, NORDDEUTSCHE LLOYD and EASTERN AND AUSTRALIAN STEAMSHIP CO., LTD.

Electric Light. Fans in every Cabin. Competent Stewards Carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers: Hongkong, 25th May, 1914.

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MANCHURIA Sailing SATURDAY, 6th June, at 1 p.m.
NILE (via Manila) TUESDAY, 16th June, at Noon.
MONGOLIA FRIDAY, 26th June, at 1 p.m.
PERSIA (via Manila) SATURDAY, 11th July, at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. M. Mott, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	THURSDAY, 11th June, at Noon.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 24th June, at Noon.
"CHICAGO MARU"	I. Goto	THURSDAY, 9th July, at Noon.
"CANADA MARU"	H. Yamamoto	WEDNESDAY, 22nd July, at Noon.
"TACOMA MARU"	T. Hamada	THURSDAY, 6th Aug., at Noon.
"PANAMA MARU"	J. Kano	WEDNESDAY, 19th Aug., at Noon.

Calling at KAKIURA, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.

Calling at MOJI, KOBE, YOKOHAMA and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	T. Miyake	MONDAY, 8th June, a.m.
"JAYA MARU"	D. Fuchigami	MONDAY, 6th July, a.m.
"INDO MARU"	K. Komiya	THURSDAY, 13th Aug., a.m.

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAJO MARU"	Y. Yamamoto	WEDNESDAY, 3rd June, at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	SUNDAY, 31st May, at Noon.
"DAIJIN MARU"	K. Murahashi	SUNDAY, 7th June, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	WEDNESDAY, 10th June, at 10 a.m.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	FRIDAY, 5th June.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER,

Second Floor No. 1 Queen's Building.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

To MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK and from MANILA, HONGKONG and JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Genoa, Naples, Palermo, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

For	Steamship	To Sail
SHANGHAI, KOBE AND YOKOHAMA	"PREUSSEN"	8th June.
" "	"SILESIA"	18th June.
" "	"FERD. LAFFITZ"	3rd July.
" "	"SENEGAMBIA"	17th July.
" "	"SCANDIA"	27th July.
" "	"ALEXIA"	14th Aug.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.)	"ANALUSIA"	10th Aug.
" "	"SITHONIA"	9th Sept.
HAVRE & HAMBURG	"FUERST BUELOW"	2nd June.
MARSEILLES, LONDON, HAMBURG & ANTWERP	"ERABILLA"	4th June.
HAVRE & ROTTERDAM, HAMBURG & ANTWERP	"WUERSTENBERG"	10th June.
MARSEILLES & "N. M. B. G."	"SUEDMAK"	24th June.
MARSEILLES, HAVRE, EMDEN & HAMBURG	"SEGOVIA"	4th July.
ROTTERDAM, HAMBURG & ANTWERP	"GOLDENFELS"	13th July.
HAVRE, BREMEN & HAMBURG	"PREUSSEN"	19th July.
ROTTERDAM & HAMBURG	"EMDEN"	20th July.
HAVRE, EMDEN & HAMBURG	"SILESIA"	29th July.
DUNKIRK & HAMBURG	"FRIS A"	10th Aug.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKE PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI & THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	Colombo.	SHANGHAI	HONGKONG	from Colombo to MARSEILLES and LONDON	MARSEILLES	London (1 day later)
p.m.		Thurs.	Satur.		Saturday	Friday
May 28	DEVANHA	June 2	June 6	MALOJA	July 4	July 10
June 11	DELTA	June 16	June 20	MARMORA	July 18	July 24
June 25	HIMALAYA	June 30	July 4	MOLDAVIA	Aug. 1	Aug. 7
July 9	ASSAYE	July 14	July 18	MEDINA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	CHINA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

LONDON			
1st Saloon	"A"	Accommodation Single	£65. Return £97.
2nd Saloon	"B"	"	" £59. " £89.
	"B"	"	" £44. " £66.
	"B"	"	" £40. " £60.
MARSEILLES			
1st Saloon	"A"	Accommodation Single	£61. Return £91.
2nd Saloon	"B"	"	" £55. " £85.
	"B"	"	" £42. " £63.
	"B"	"	" £38. " £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'NEILLES	Due at LONDON
NOVARA	about May 26	June 4	about June 10	about June 16	about July 14	about July 24
NEILORE	June 9	June 18	June 24	June 30	July 28	Aug. 7
*KEIYEE	June 23	July 2	July 8	July 14	Aug. 11	Aug. 21
NAGOYA	July 7	July 16	July 22	July 28	Aug. 26	Sept. 6
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 19
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3

* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU Capt. Iizawa	16,000	WEDNESDAY, 3rd June, at 10 a.m.
	HITACHI MARU Capt. T. Sato	12,900	WEDNESDAY, 17th June, at 10 a.m.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 2nd June, at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. K. Soyeda	9,300	WEDNESDAY, 3rd June, at Noon.
	TANGO MARU Capt. Sakine	13,500	WEDNESDAY, 1st July, at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	CEYLON MARU Capt. Naguchi	12,900	SATURDAY, 30th May.
BOMBAY via SINGAPORE, and COLOMBO	BOMBAY MARU Capt. Tozawa	5,000	TUESDAY, 2nd June.
SHANGHAI, MOJI, KOBE and YOKOHAMA	TOSA MARU Capt. Yoshikawa	12,000	FRIDAY, 5th June.
YOYOHAMA	TANGO MARU Capt. Sakine	13,500	TUESDAY, 2nd June, at 5 p.m.
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope	16,000	WEDNESDAY, 3rd June, at 11 a.m.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 5 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI MOJI, KOBE, KHYBER and YOKOHAMA	DELTA	About 31st May.	Freight and Passage.
SHANGHAI	DELTA	About 4th June	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 6th June.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NOVARA	About 10th June	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th May, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAIGON	"KANBU"	On 30th May, 4 P.M.
SEANGHAI and TSINGTAU	"CHENAN"	On 31st May, 5 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 2nd June, 4 P.M.
SHANGHAI	"LIANGCHOW"	On 2nd June, 4 P.M.
PAKHOT and HAIPHONG	"WUHO"	On 3rd June, 10 A.M.
SWATOW, AMOY, NINGPO and SHANGHAI	"LUCHOW"	On 4th June, 4 P.M.
SHANGHAI	"LUCHOW"	On 4th June, 4 P.M.
SWATOW, WEIHAIWEI, CHEFOO and TIENSIN	"KUEICHO"	On 5th June, 10 A.M.
SEANGHAI and TSINGTAU	"YINGCHOW"	On 6th June, 10 A.M.
MANILA, CEBU and ILOILO	"TEAN"	On 8th June, 4 P.M.
SHANGHAI	"SHAOSING"	On 9th June, 4 P.M.

DIRECT SAILINGS TO WEST EVER, Twice Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Ample Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SEANGHAI and TSINGTAU LINE—THE TWIN SCREW STEAMERS "KANBU," "CHENAN," "SHAOSING" and the S.S. "KANGHOU," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 30th May, 1914. TELEPHONE 36. AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	15th June	On 18th June, 10 A.M.
EASTERN		On 10th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government, MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA and PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on 15th June, at 4 P.M.
Superior accommodation for 1st, 2nd and 3rd class passengers, no surtax, no tips, no extra charges.
Stewardess, Laundry, Trunks, Telegraphy.

FARES: Hongkong-Trieste (Venice), 2nd, 1st, 2nd, 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUVA and PORT SAID.
S.S. "NIPPON," 13,950 tons, will leave as above on 1st June, at 5 P.M.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London, BY SIMPSON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £5.1.6.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lugano, Bielefeld, Calais or Boulogne, Class I £8.15, II £4.7.9.
BY BERNESE EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.9, II £5.1.6.

TO SHANGHAI
S.S. "AFRICA," 8,840 tons, will leave as above on 1st June, at 6 A.M.
FARES: Hongkong-Shanghai, 2nd, 1st, 2nd, 3rd Class.
TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above on 31st May, A.M.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDEB, WIELER & Co., AGENTS,
Hongkong, 18th May, 1914. Princess Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 2nd June, at 11 A.M.
"HAICHING"	Capt. W. G. Parsons	FRIDAY, 5th June, at 11 A.M.
"HAITAN"	Capt. A. H. Stewart	TUESDAY, 9th June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. Evans	SUNDAY, 3rd May, at 10 A.M.
		WEDNESDAY, 3rd June, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 30th May, 1914.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
TENYO MARU	22,000—21 knots	TUES., 16th June.
* NIPPON MARU	11,000—18 kn	TUESDAY, 23rd June.
SHINYO MARU	22,000—21 knots	TUES., 14th July.
CHIYO MARU	22,000—21 knots	TUES., 4th Aug.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10....	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	" " " £96.10.
" " " SAN FRANCISCO	£45.	" " " £68.

SPECIAL SUMMER RATES TO JAPAN.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES GIVEN TO NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

NORDDEUTSCHER LLOYD IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, LISBON, SOUTH-AMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG"	18,300	Wed., 10th June, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER"	17,000	About Thursday, 11th June.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	6,750	Saturday, 13th June, at 1 A.M.
KOBE	"PRINZ SIGISMUND"	6,000	About Tuesday, 23rd June.
JESSELTON, KUDAT and SANDAKAN	"BOERNEO"	5,000	Friday, 12th June, at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphy

New System of Teletypes.

RATES INCLUSIVE OF SUB-TAX.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.	HOMEWARD.
Steamship	about
"ALTAIR" ... 31st May.	FOR HAVRE, EMDEN AND HAMBURG/BREMER S.S. "BORKUM" about End of June.
	FOR MARSEILLES, ROTTERDAM AND BREMER/HAMBURG S.S. "ALTAIR" Beginning of July.
"DURENDART" ... 8th June.	FOR HAVRE, EMDEN AND HAMBURG/BREMER S.S. "DURENDART" Middle of July.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.
MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 24th April, 1914.

BRITISH INDIA S. N. CO., LTD. A PCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD
S.S. "ARRATOON APCAR," 4,500 tons, Capt. W. Walker, will be despatched for SHANGHAI, KOBE and MOJI on 7th June.
S.S. "TAKADA," 6,800 tons, Captain J. R. O'Sullivan, will be despatched for KOBE and MOJI on 16th June.

WESTWARD
S.S. "GREGORY APCAR," 4,500 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 2nd June.
S.S. "DUNDEE," 5,389 tons, Capt. E. G. M. Dickinson, will be despatched as above on 10th June.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
HONGKONG, 26th May, 1914. AGENTS.

PASSENGERS.

ARRIVED.

Per Rube, from Manila, Mr. Schuer, Rev. P. Soriano, Rev. M. Hebrada, Rev. D. Arrang, Mr. Campos and 3 children.
Per Pookang, from Moji, Major Morgan, R.M.L.I., and Major Salmon, R.A.M.C.

Per Changsha, from Melbourne, etc., Misses Houston (2), Miss McMahon, Mr. Kossowski, Mr. and Mrs. Fimbrill, Mr. McCarraty and Mr. Moody.

Per Manchuria, for Hongkong, from San Francisco, etc., Mrs. O. Bain, Dr. W. A. Briggs, Miss Monte Brown, Mr. P. Halloran, Miss W. M. Lawton, Mrs. A. M. Mellon, Mrs. J. F. Montgomery, Miss Jean Montgomery, Miss M. L. Montgomery, Miss J. C. Reamer, Mr. and Mrs. Henry Sling, Master Harry H. Sling, Miss A. Twoby, Miss W. Twoby, Miss G. Webster, Mrs. John Wildi; from Honolulu, Master P. G. Brooks, Master W. F. Brooks, Mrs. W. H. Dewey, Mr. and Mrs. S. F. Fleming, Mrs. S. Gertz, Miss K. Gardland; from Yokohama, Mrs. I. J. Lossius; from Kobe, Mrs. G. H. Cann, Judge and Mrs. E. B. Follett, Mrs. M. Pettibone, Miss E. Pettibone, Miss G. N. Price, Miss J. H. Street, Miss E. G. Turnley; from Manila, Mrs. M. Banner, Lieut. L. P. Bell, Mr. and Mrs. J. D. Butler, Secor Carmen Calles, Mr. F. A. Dickhoff, Mr. and Mrs. F. C. Fanlo, Rev. P. F. Garcia, Mr. Jose A. Gomes, Mr. T. H. Griffin, Mr. and Mrs. J. W. Greene, Mr. and Mrs. J. E. Higgins, Mrs. Hasse, Mr. Max Kruger, Rev. F. Marini, Mrs. J. A. Pourie, Mr. J. R. Pottzner, Mr. C. Regidor, Miss A. H. Seabrook, Mr. C. B. Seymour, Mrs. A. L. Seymour, Miss T. Seymour, Mr. and Mrs. C. T. Shipman, Miss D. Shipman, Secor Concepcion Varian, Secor Consuelo Yilleta, Mr. C. T. Williams and Mrs. M. E. Williams.

DEPARTED.

Per Goeben, for Japan, etc., Mr. and Mrs. Emil Geier, Mr. and Mrs. E. Meir, Mr. J. O. Wisemann, Mr. H. Lorenzen, Mr. S. W. Stirling, Mrs. Zuchschwerdt, Mr. Zublin, Mrs. B. M. van Horn, Mr. Alfred Nathan, Mrs. Mooser and child, Mr. Pfeiffer, Mrs. Bisney, Mr. and Mrs. Ulderup, Mr. B. F. S. Remedios, Miss P. Bonstein, Mr. A. M. Forbes, Mr. R. J. Johnson, Mr. A. P. Sid, Mrs. and Miss Curran, Mr. J. E. A. Hilligaart, Mr. and Mrs. S. Tantiyo and Mr. Nakamura.

Per China, for San Francisco, etc., Mr. S. Kishimada, Mr. C. Basarnal, Mrs. C. Kinch, Mrs. P. A. Meyer, Master P. Mayer, Mr. Karbar Singh, Mr. Rohar Singh, Mr. Bhag Singh, Mr. Bachan Singh, Mr. R. E. Fair, Mr. R. F. Smith, Mr. G. D. Kumar, Mr. and Mrs. C. F. Shaw and infant, Rev. and Mrs. A. Caldwell, Miss S. A. Howell, Master and Mrs. V. Erickson, Rev. and Mrs. J. N. Culver and 2 children, Miss E. Case, Miss Z. McAuley, Mr. L. A. Hendricks, Mr. A. G. Toboli, Mrs. W. P. Calkins, Mr. J. W. Coegels, Mr. J. H. Nolan, Mr. E. A. Mayhew, Mr. G. N. Dunani, Mr. H. Wadhmel, Mr. H. Hiranand, Miss T. Urakawa, Mr. E. Ros, Mr. G. K. Nuttall, Mr. D. S. Lenzner, Miss M. E. Macondray, Mr. and Mrs. A. Enos, Miss B. Enos, Miss M. R. Clenn, Mr. W. J. Bechtolt, Mr. M. J. Ossorio, Miss E. D. Anderson, Mr. F. S. Rae, Mr. J. Rosenthal, Mr. F. M. Lim, Miss C. Sibley, Prof. and Mrs. R. Sibley, Mrs. M. L. Stanton, Miss S. L. Stilson and Mr. R. Scott.

Per Lueltow, for Europe, etc., Mr. H. P. Linnell, Miss G. J. Linnell, Mr. B. de Hazannes and family, Mr. C. A. Ord, Mr. and Mrs. Paul H. King, Mr. and Mrs. Schmelzer, Capt. P. A. Allan, Mr. J. W. Dorris, Mr. G. Heine, Mr. and Mrs. L. Hemmerdinger, Mr. E. Lauthier, Consul and Mrs. B. Wahlen, Miss Walther Wilson, Miss G. G. Lamperski, Mr. and Mrs. A. Rohrmann, Mr. and Mrs. Jertrum, Mr. and Mrs. Rose, Mrs. J. Drost, Mr. G. A. Dutton, Lady Chater, Mr. and Mrs. Krochenberger, Mr. S. O. Bradley, Mr. Owen F. Quinn, Mr. D. M. Matthews, Mrs. M. Young, Miss F. Grayum, Mr. H. R. Reid, Mr. and Mrs. C. J. Rich, Mrs. Beram, Mr. A. Ruhl, Mr. Dahnamall, Miss Messner, Sister E. Dicherhoff, Sister E. Wertz, Capt. Vesser, Mrs. H. Parkinson, Mr. H. Clegg, Rev. and Mrs. Schumann, Miss M. Anderson, Mr. W. B. Evans, Mr. G. M. Risson, Mr. P. Soranzo, Mr. Max M. Bahowitz, Mr. P. Pezzini, Mr. C. Bilk, Mr. Hasselbarth and Mr. D. J. de Bas.

ON SALE.

HONGKONG HANSARD REPORTS
OF THE MEETINGS OF THE
LEGISLATIVE COUNCIL for the
Session 1913.
REVISED BY THE MEMBERS.

PRICE ... \$5.

DAILY PRESS OFFICE.
Hongkong, 24th February, 1914.

PASSED THE CANAL.

April 28th—Den of Airie.

May 1st—Den of Ogit, Malta, Segovia, Rheus.
May 5th—Bendeluch, Ceylon, Konang, Si, Africa, Siam, Tokushima Maru.
May 8th—Goeben, Kitano Maru, Nera, Peleus, Tiran, Valencia, Patricia.
May 12th—Glenstrae, St. Patrick, St. Kilda, Ville de la Ciotat.
May 15th—Atholl, Helenus, Yangtze, Preussen.
May 19th—Austria, Benicarsi, Derfingier, Silesia, Annam.
May 22nd—Chili, Hyson, Iyo Maru, Kusamba, Kashima Maru, Peking.
May 26th—Bloemfontein, Jason, Menelaus, Perseus, Polyphemus, Princess Alice, Silesia, Merionethshire.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Cochran, Kobe, Weihaiwei.
Atlas, admiralty tug, 615 tons, 1,400 i.h.p. Hongkong.
Drumbe, gunboat, 710 tons, 900 i.h.p., Lt. Commr. V. L. Braddon, Hongkong.
Britonart, gunboat, 710 tons, 900 i.h.p., Lieut. Commr. P. B. Preston-Thomas, Yangtze.
Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Captain M. S. Fitzmaurice, Yangtze.
Cherub, water-tank and tug, 390 tons, 340 i.h.p. Hongkong.
Clive, British sloop, 1,070 tons, 1,400 i.h.p. Lieut. Commr. Macdonald, Yangtze.
Color, T.B.D., 550 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. Commr. C. Seymour, Weihaiwei.
Chelmer, T.B.D., 567 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. H. T. England, Weihaiwei.
Fama, T.B.D., Lt. Commr. C. M. Blackman, Hongkong.
Hauptshiff, 10,850 tons, 21,000 f.d., 14 guns, Captain H. W. Grant, Weihaiwei.
Jed, T.B.D., 550 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. G. P. A. Mulock, Weihaiwei.
Kinsha, 616 tons, 1,200 i.h.p., Lieut. Commr. H. Marryat, Yangtze.
Melia, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Lieut. F. J. B. Gibson, Lubeau.
Minotaur, armoured cruiser (flagship Vice-Admiral T. H. Jerram, K.C.B.), 27,000 i.h.p., Capt. E. B. Kiddle, Weihaiwei.
Mochoen, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lt. Commr. Alan Dixon, W. River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine 23,000 f.d., Capt. F. A. Powlett, Weihaiwei.
Nightingale, river gunboat, 83 tons, 240 hp., Lieut. Commr. Malcolm Murray, Yangtze.
Kenne, T.B.D., 550 tons, 4 guns, 2 pr., i.h.p., 7,500 f.d., Lieut. F. A. Russel, Weihaiwei.
Hibble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Commr. Wilkinson, Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Commr. F. Fleetwood-Nash, Hongkong.
Rosario, depot ship for Submarine, 980 tons, 1,400 i.h.p., Lieut. Commr. F. A. Cronin, Hongkong.
Saudpiper, river gunboat, 85 tons, 2 guns, 2,400 h.p., Lieut. Commr. I. A. S. Hulton, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt. Commr. M. R. J. Maxwell-Scott, Yangtze.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstethar, C.M.G., Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut. Commr. S. P. B. Russell, Yangtze.
Thistle, gunboat, 710 tons, 900 h.p., Lt. Commr. G. F. L. Page, Cruising.
Triumph, battleship, 11,585 tons, 12,500 i.h.p., A. Commr. A. S. Seemann, Hongkong.
Uk, T.B.D., 590 tons, 7,500 f.d., 6 guns Lieut. Maxwell, Weihaiwei.
Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Commr. Folgrand, Hongkong.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut. Commr. A. J. Landon, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 hp., Lt. Commr. M. B. R. Blackwood, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lt. Commr. Robin W. Lloyd, Yangtze.
Yarmouth, 2nd class cruiser, 4,800 tons, Capt. H. L. Cochran, Weihaiwei.

C. 36, D. J. McGillivray, Lieut.
C. 37, J. A. Gimes, Lieut.
C. 38, R. K. C. Pope, Lieut.

T.B. 035, Lieut. Hendley.
A.B. 036, Lieut. Barton.
T.B. 037, Lieut. Wyndham-Quin.
T.B. 038, Lieut. Seymour.

ON SALE.

RATES OF EXCHANGE AT BOMBAY
For Demand Drafts on London on the day
of or preceding the departure of the
English Mails; also Table of the
Yearly Approximate Averages
for 28 years.
FROM 1874 to 1908.

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No. 2, PEDDER STREET.

Hongkong, 25th May, 1914.

[38-22]

PETER SCHUERMANN AND SCHROEDER'S WOOLLEN PIECE GOODS

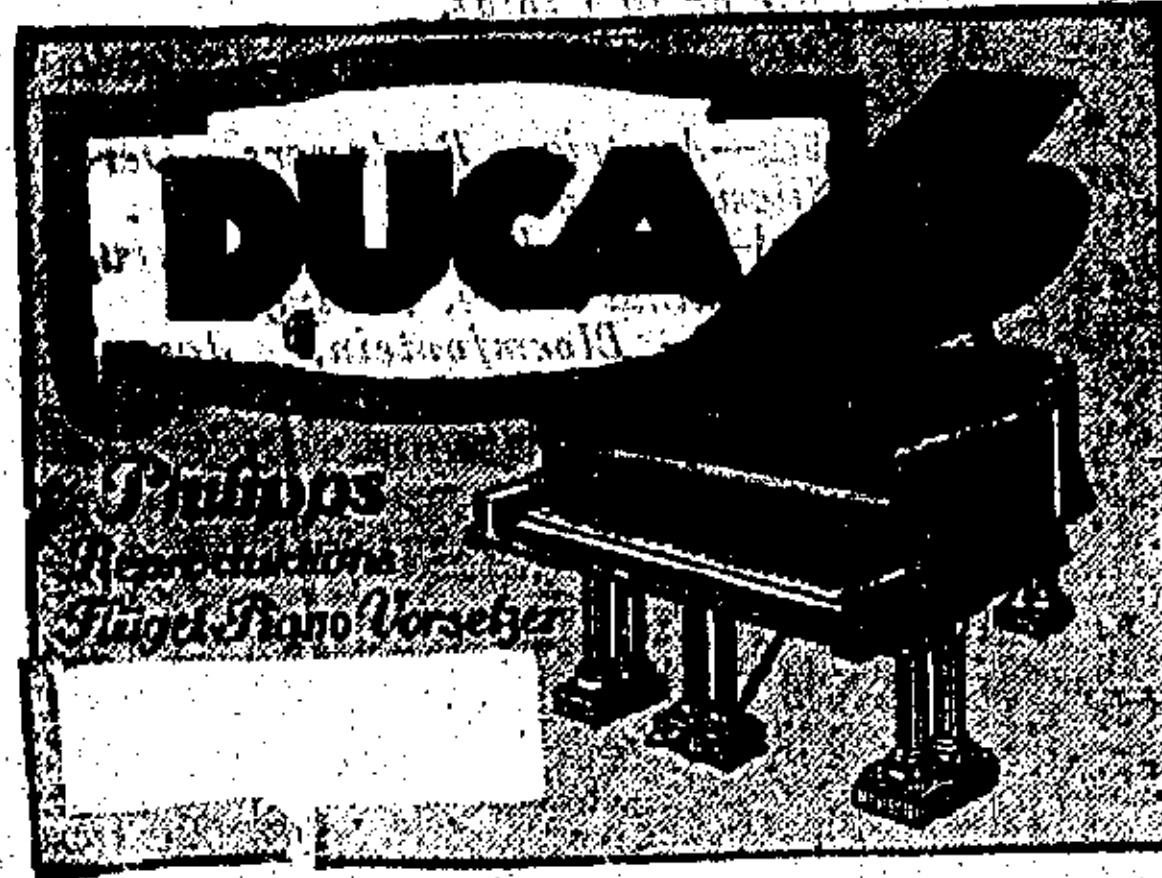
SUITINGS, COATINGS, BROAD CLOTH.

REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 25th May, 1914.

[38-35]



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PIANOS AND

ORCHESTRIONS

Have proved to stand any climate.

They will not lose their exceptional good tone.

GENERAL AGENT—

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 25th May, 1914.

[38-36]

POST OFFICE NOTICE.

Monday, the 1st, and Wednesday, the 3rd June, being Public Holidays, the Post Office will be open from 8 to 9 a.m.

In the event of the arrival of the English Mail from Europe on Wednesday, the 3rd June, the Post Office will be open one hour for the delivery thereof.

There will be one delivery of ordinary correspondence and one collection of letters from the Pillar Boxes each day.

The Money Order Office will be entirely closed on both days.

The *Liangchow*, with the MAIL FROM LONDON (via Siberia) of Saturday, the 9th inst., is due to arrive here to-day.

The *Empress of Asia*, with the CANADIAN MAIL and AMERICAN MAIL ex *Tenyo Maru*, is scheduled to arrive here on Tuesday, the 2nd June.

The *Devanha*, with the AMERICAN MAIL ex *Nile*, is due to arrive here on Friday, the 5th June.

FOR	PER	DATE
Swatow and *Bungkok	Pitauuloh	Saturday, 30th, 9.00 A.M.
Straits, Burma and *India via *Calcutta	Ceylon Maru	Saturday, 30th, 9.00 A.M.
SHANGHAI and NORTH CHINA	Altair	Saturday, 30th, 11.00 A.M.
(EUROPE via SIBERIA)		
[To make connection with the Tainpu train leaving Shanghai on Thursday, the 4th June, at 8 p.m.]		
*Shanghai and *North China	Den of Oyl	Saturday, 30th, NOON
Philippine Islands	Esang	Saturday, 30th, 1.00 P.M.
Saigon	Kwong Chow Wan	Saturday, 30th, 3.00 P.M.
Port Bayan	Esang	Saturday, 30th, 5.00 P.M.
*Tientsin, *Newchwang and *Dairen	Esang	Saturday, 30th, 5.00 P.M.
Shanghai, North China, and *Japan via	E. F. Ferdinand	Saturday, 30th, 5.00 P.M.
*Yokohama		
(EUROPE via SIBERIA)		
*Swatow	Wongkoi	Sunday, 31st, 9.00 A.M.
*Shanghai and *North China	Africa	Sunday, 31st, 9.00 A.M.
Shanghai and North China	Chenai	Sunday, 31st, 9.00 A.M.
*Swatow, Amoy and Formosa via Tainpu	Dunai Maru	Sunday, 31st, 9.00 A.M.
Swatow	Havusa	Sunday, 31st, 9.00 A.M.
— JUNE —		
Straits, *Ceylon and *India via *Bombay	Nippon	Monday, 1st, 9.00 A.M.
Hohow and Bangkok	Maheo	Tuesday, 2nd, 9.00 A.M.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 2nd, 10.00 A.M.
SARONG, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIAN, ADMIRALTY, EGYPT AND EUROPE via MARELLER (Late Letters 11 to NOON, Extra postage 10 cents).		
(Letters posted in all the Pillar Boxes in time for this clearance will be included in this contract mail).		
*Straits, and *India via Calcutta	Bookang	Tuesday, 2nd, 1.00 P.M.
Straits and India via Calcutta	Gregory Apear	Tuesday, 2nd, 2.00 P.M.
Formosa, *Keelung, Shanghai, North China, *Japan via *Hankow, B.C., and *Seattle (Wash)	Sado Maru	Tuesday, 2nd, 3.00 P.M.
(EUROPE via SIBERIA)		
[To make connection with the Dalu steamer leaving Shanghai on Monday, the 2nd June, at 10 a.m.]		
Philippine Islands	Rubi	Tuesday, 2nd, 5.00 P.M.
*Philippine Islands	Tamang	Tuesday, 2nd, 5.00 P.M.
*Shanghai and *North China	Liangchow	Tuesday, 2nd, 5.00 P.M.
Japan via Nagasaki	Tamang Maru	Tuesday, 2nd, 5.00 P.M.
*Shanghai and *North China	Wingsong	Tuesday, 2nd, 5.00 P.M.
*Swatow, Amoy, *Ningpo, *Shanghai	Wuku	Wednesday, 3rd, 9.00 A.M.
and *North China	Sunokiano	Wednesday, 3rd, 9.00 A.M.
Pakhoi and Haiphong	Atsuta Maru	Wednesday, 3rd, 9.00 A.M.
Straits and Colombo	Changsha	Wednesday, 3rd, 9.00 A.M.
*Philippine Islands, *Australia, *Tasmania, and *New Zealand via Port Darwin	Kilau Maru	Wednesday, 3rd, 9.00 A.M.
Japan via Kobe	Haiman	Wednesday, 3rd, 9.00 A.M.
Swatow		

* Specially superscribed correspondence only.

TO-DAY
3.30 p.m.—Second Gymkhana Meeting at the Happy Valley.
Matinee at 2 p.m.—Hippodrome Circus at Causeway Bay.
TO-NIGHT
8.15 p.m.—Hippodrome Circus at Causeway Bay.

FORTHCOMING EVENTS.

Monday, 1st June.—
Bank Holiday.
Tuesday, 2nd June.—
3 p.m.—Auction of Crown Land at Shanghai Street, Mong Kok, by Public Works Dept.
Wednesday, 3rd June.—
King's Birthday—General Holiday.
Noon—The Hongkong Ice Co. Extraordinary General Meeting at Messrs. Jardine, Matheson & Co. Ltd.'s Offices.

Thursday, 4th June.—
11.30 a.m.—Hongkong Fire Insurance Co. Ltd. Extraordinary General Meeting.
11.15 a.m.—Canton Insurance Office, Ltd. Extraordinary General Meeting.
2.30 p.m.—Auction of A Valuable Collection of Antique China and Curios at Sales Rooms, by Mr. Geo. P. Lammer.
Friday, 5th June.—
2.30 p.m.—Auction of A Valuable Collection of Antique China and Curios at Sales Rooms, by Mr. Geo. P. Lammer.
Saturday, 6th June.—
2.30 p.m.—Auction of A Valuable Collection of Antique China and Curios at Sales Rooms, by Mr. Geo. P. Lammer.
Sunday, 7th June.—
8.30 p.m.—The Victoria Printing Press, Ltd. Meeting of the Creditors.

COMMERCIAL CLOSING QUOTATIONS.

May 24th.

On LONDON—	
Telegraphic Transfer	110 1/2
Bank Bills, on demand	111
Bank Bills, at 30 days' sight	111 1/2
Bank Bills, at 4 months' sight	112 1/2
Credit, at 4 months' sight	113 1/2
On PARIS—	
Bank Bills, on demand	24 1/2
Credit, at 4 months' sight	24 1/2
ON GERMANY—	
On demand	19 1/2
ON NEW YORK—	
Bank Bills, on demand	46 1/2
Credit, at 60 days' sight	47 1/2
ON BOMBAY—	
Telegraphic Transfer	143 1/2
Bank, on demand	143 1/2
ON CALCUTTA—	
Telegraphic Transfer	143 1/2
Bank, on demand	143 1/2
ON SHANGHAI—	
Bank, at sight	74
Private, 30 days' sight	74 1/2
ON YOKOHAMA—	
On demand—Pecor	93 1/2
ON MANILA—	
On demand—Pecor	93 1/2
ON SINGAPORE—	
On demand—Pecor	93 1/2
ON HATYAI—	
On demand—Pecor	93 1/2
ON HAIIPHONG—	
On demand—Pecor	93 1/2
ON SAIGON—	
On demand—Pecor	93 1/2
ON HONGKONG—	
Bank's Buying Rate	\$10.35
Gold Leaf, 100 fine, per fine	\$54.40
BAR SILVER, per oz.	26 1/2

SUBSIDIARY COINS.	per cent.
Hongkong, 20 cents piece	\$ 8.90 discount.
Hongkong, 10 "	\$ 9.85

MAILS VIA SIBERIA.

London
May 24th.

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SHARE LIST—QUOTATIONS.

HONGKONG, 29th MAY, 1914.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	ON BASIS OF LAST DIV'D.
BANKS—					
Hongkong & Shanghai Bank Corporation	120,000	\$125 all	\$1810, seller	54 p.c.	
China Bank Corporation, Limited	60,000	\$12 all	\$12, seller	54 p.c.	
China Light and Power Company, Ltd.	50,000	\$5 all	\$4.10, seller	73 p.c.	
China Insurance Co., Ltd.	200,000	\$10 all	\$6, seller	73 p.c.	
China Merchants' Bank, Ltd.	20,000	\$10 all	\$1.19, buyer	5 p.c.	
China Cotton Spin. & Weaving Co., Ltd.	125,000	\$10 all	\$6, seller	5 p.c.	
Hongkong Cotton Spinning Co., Ltd.	40,000	\$7 1/2 all	\$40, seller	5 p.c.	
Dairy Farm Company, Limited					
DOCKERS AND WHARVES—					
Hongkong Wharf & S. Co., Ltd.	60,000	\$50 all	\$83, buyer	5 p.c.	
Wharf & S. Co., Ltd.	50,000	\$50 all	\$87, seller	3 p.c.	
New Amoy Dock Co., Limited	10,000	\$6 1/2 all	\$8 1/2	7 1/2 p.c.	
Shanghai Dock and Engineering Co., Ltd.	55,700	\$10 all	\$15.57		
Shanghai Dock and Engineering Co., Ltd.	16,000	\$10 all	\$15.57, buyer		
Green Island Cement Co., Limited	400,000	\$10 all	\$5, seller	4 p.c.	
Hongkong Electric Co., Limited	60,000	\$10 all	\$40, buyer	5 p.c.	
Hongkong Hotel Company Limited	20,000	\$50 all	\$123 1/2	5 p.c.	
Manila Metropolitan Hotel, Limited	15,000	\$25 all	\$23, seller	54 p.c.	
Hongkong Ice Company, Limited	5,000	\$25 all	\$195, buyer	94 p.c.	
Hongkong Hope Manufacturing Co., Ltd.	60,000	\$10 all	\$23, buyer		
Hongkong & South China Steamship Co., Ltd.	15,000	\$10 all	\$10		
Hongkong Steel Foundry Co., Ltd.	325,000	\$5 all	\$96, n/d. sales		
INSURANCE—					
Canton Insurance Office Co., Limited	10,000	\$250 all	\$310, seller	6 p.c.	
China Fire Insurance Co., Limited	20,000	\$100 all	\$148, buyer	54 p.c.	
Hongkong Fire Insurance Co., Ltd.	8,000	\$250 all	\$375, buyer	74 p.c.	
North China Insurance Co., Limited	10,000	\$15 all	\$140, seller	63 p.c.	
Union Insurance Society, Limited	12,400	\$250 all	\$175, buyer		
Yongtze Insurance Association, Ltd.	12,000	\$100 all	\$175, @ Ex 73		
LANDS AND BUILDINGS—					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100 all	\$112, buyer	63 p.c.	
Hongkong Land Reclamation Co., Ltd.	25,000	\$100 all	\$75, buyer	54 p.c.	
Hongkong Land Reclamation Co., Ltd.	150,000	\$10 all	\$74, buyer	7 p.c.	
Hongkong Land Reclamation Co., Ltd.	6,000	\$50 all	\$44		
Kowloon Land and Building Co., Ltd.	78,000	\$10 all	\$15, buyer	54 p.c.	
Shanghai Land Investment Co., Ltd.	12,500	\$50 all	\$75, buyer		
West Point Building Co., Limited	250,000	\$10 all	\$15.57		
MANUFACTURING—					
Landow Explosives in Langkat					
MINTING—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1 all	\$38, seller		
Hongwood Tin and Rubber Estate, Ltd.	822,000	\$1 all	\$26		
Rough Australian Gold Mining Co., Ltd.	200,000	\$1 all	\$1, seller		
Trench Mining, Limited	160,000	\$1 all	\$9, x div. buyer	72 p.c.	
Peak Tramways Co., Limited	50,000	\$10 all	\$8.85, x div. sol.		
Philippine Co., Limited	75,000	\$10 all	\$5		
Printer of Paperettes du Tonkin Societe	13,200	\$50 all	\$20, seller		
REFINING—					
China Sugar Refining Co., Limited	20,000	\$100 all	\$78, sales	3 p.c.	
Lyon Sugar Refining Co., Limited	7,000	\$100 all	\$28		
STEAMSHIP COMPANIES—					
China and Manila Steamship Co., Ltd.	30,000	\$5 all	\$3, buyer	5 p.c.	
Douglas Steamship Co., Limited	20,000	\$5 all	\$50, seller	74 p.c.	
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15 all	\$57 1/2, seller	6 p.c.	
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5 all	\$27.10s.	34 p.c.	
Shell Transport & Trading Co., Ltd.	2,500,000	\$1 all	\$107, buyer		
Singapore Ferry Company, Limited	40,000	\$10 all	\$16, x div. sol.		
South China Morning Post, Limited	20,000	\$25 all	\$44, buyer		
Steam Laundry Company, Limited	20,000	\$25 all	\$44, buyer		
STORAGE AND DEPOT—					
Powell, Wm., Limited	15,000	\$7 all	\$31	4 p.c.	
Watson & Co., A. S., Limited	90,000	\$10 all	\$3, seller		
Union Waterboat Co., Limited	50,000	\$10 all	\$20, seller	54 p.c.	

Loans	Amount	Value	Interest	Quotation
Chinese Imperial 1888	Tls. 767,200.	Tls. 250	7% p. annum	Per. 100/101

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